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RECORD NO.				
U.S. PACIFIC FLEET. CENTRAL PACIFIC FORCE.				
OPERATION PLAN NO. 1-43, CEN, 25 OCTOBER				
1943.				
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Serial: 00110
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UNITED STATES PACIFIC FLEET
CENTRAL PACIFIC FORCE

PEARL HARBOR, T.H.
25 OCTOBER 1943

OPERATION PLAN No. Cen 1-43

Copy # 201

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BY AUTHORITY OF THE SECRETARY OF WAR
BY LAWRENCE T. GRUITS, CAPT, AGO
DATE 9 APR 1947 ITE WD AGO 7A 20

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US Pacific OPERATION PLAN No. Cen 1-43, 25 October 1943. Ser 00110

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UNITED STATES PACIFIC FLEET.
CENTRAL PACIFIC FORCE,

PEARL HARBOR, T.H.,
25 OCTOBER 1943.

OPERATION PLAN

No. Cen 1-43

Copy No. 201

TASK ORGANIZATION

(a) Fleet Flag (T.G. 51.1) - Captain Johnson

INDIANAPOLIS

1 CA

(b) Assault Force (T.F. 54) - Rear Admiral Turner

Force Flag

PENNSYLVANIA

1 OBB

Hdqtrs. 5th Amphibious Corps - Maj.Gen. H.M. Smith, USMC

Hdqtrs. Comdr. Support Aircraft, GALVANIC - Col. Eareckson, USA

(1) Northern Attack Force (T.F. 52) - Rear Admiral Turner

Hdqtrs. Comdr. Aircraft, MAKIN

BatDiv 3

3 OBB

CruDiv 6 less WICHITA plus BALTIMORE

4 CA

CarDiv 24

3 CVE

TransDiv 20

4 APA, 1 AKA

BELLE GROVE

1 LSD

Minesweeper

REVENGE

1 AM

Destroyers

DesDiv 1 plus MAURY, GRIDLEY.

DesRon 2 less ANDERSON, RUSSELL, ELLET.
HOEL, FRANKS, BURNS, KIMBERLEY

13 DD

Northern Landing Force

165th Combat Team plus assigned units

Assigned units of 7th Garrison Force

Assigned elements of Service Units

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(2) Southern Attack Force (T.F. 53) - Rear Admiral Hill

Hdqtrs. Comdr. Aircraft, TARAWA
Hdqtrs. Comdr. Aircraft, APAMAMA

Force Flag

MARYLAND

1 OBB

BatDiv 2 less CALIFORNIA, PENNSYLVANIA plus
COLORADO

2 OBB

CruDiv 13 plus PORTLAND

3 CL, 1 CA

CarDiv 22 plus BARNES, NASSAU

5 CVE

Transports

TransDiv 4

4 APA, 1 AKA

TransDiv 6

4 APA, 1 AKA

TransDiv 18

4 APA, 1 AKA

ASHLAND

1 LSD

LA SALLE

1 AP

Minesweepers

REQUISITE, PURSUIT

2 AM

Destroyers

DesRon 25 less STEVENS plus HEERMAN,
HAZELWOOD.

DesDiv 27 plus ANDERSON, RUSSELL.

AYLWIN, FARRAGUT, MONAGHAN, COTTEN,
COWELL

21 DD

Southern Landing Force

2nd Marine Division less detached units

Assigned units of 2nd and 8th Marine Defense
Battalions

Assigned elements of Service and
Construction Units

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(3) MAKIN LST Group No. ONE (T.G. 54.4) - Lieut.Comdr. Aldrich

LST Nos. 31, 78, 179	3 LST
LCT Nos. 82, 165, 167	3 LCT (Loaded in LST)
DALE	1 DD

(4) TARAWA LST Group No. ONE (T.G. 54.5) - Lieut.Comdr. Pitts

LST Nos. 34, 242, 243	3 LST
LCT Nos. 247, 250, 251	3 LCT (Loaded in LST)
BANCROFT	1 DD

(5) MAKIN LST Group No. TWO (T.G. 54.6) - Comdr. Lincoln

LST Nos. 476, 477, 479, 480, 481, 482	6 LST
CALDWELL	1 DD

(6) TARAWA LST Group No. TWO (T.G. 54.7) - Lieut.Comdr. Cheatham

LST Nos. 20, 23, 69, 84, 169, 205, 218,	
478, 484	9 LST
LCT Nos. *, *	2 LCT (Loaded in 2 LST)
COGHLAN	1 DD

(7) MAKIN Garrison Group (T.G. 54.8)(Commander to be designated)

SS TITAN, SS YOUNG AMERICA, SS ISLAND MAIL	3 XAP
SS CAPE CONSTANTINE, SS CAPE SAN MARTIN	2 XAK
WHITMAN (DE24), WILKMAN (DE22)	2 DE

MAKIN Garrison, first echelon

7th Garrison Force, less detached units.
Assigned elements of Service Units.

(8) TARAWA Garrison Group (T.G. 54.9)(Commander to be designated)

SS MORMACPORT, SS DASHING WAVE	2 XAP
JUPITER, SS CAPE FEAR	1 AK, 1 LHM
LEHARDY (DE20), W.C. MILLER (DE259)	2 DE

TARAWA Garrison, first echelon

2nd Marine Defense Battalion plus attached units.
Assigned elements of Service Units.

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(9) APAMAMA Garrison Group No. ONE (T.G. 54.10)(Comdr. to be designated)

PRESIDENT POLK, SS ROBIN WENTLY	1 AP, 1 XAP
SS CAPE STEVENS, SS CAPE ISABEL	2 XAK
CHARLES R. GREER (DE23), H.C. THOMAS (DE21)	2 DE

Units of APAMAMA Garrison

Assigned elements of Service Units.

(10) APAMAMA Garrison Group No. TWO (T.G. 54.11)(Comdr. to be designated)

JANE ADDAMS	1 XAP
LST 19, 240, 241, 244	4 LST
LCT *, 249, 252	3 LCT (Loaded on 3 LST)
BURDEN R. HASTINGS (DE19)	1 DE

Units of APAMAMA Garrison

Eighth Marine Defense Battalion
plus attached units

* To be designated by Commander FIFTH Amphibious Force.

(c) CARRIER FORCE (T.F. 50) - Rear Admiral Pownall

(1) Carrier Interceptor Group (T.G. 50.1) - Rear Admiral Pownall

CarDiv 3	2 CV
COWPENS	1 CVL
BatDiv 6 less NORTH CAROLINA, BatDiv 9	3 BB
DesDiv 91 less BELL, BURNS	
DesDiv 41 less OBANNON, HOPEWELL plus LAVALETTE	6 DD

(2) Northern Carrier Group (T.G. 50.2) - Rear Admiral Radford

ENTERPRISE	1 CV
BELLEAU WOOD, MONTEREY	2 CVL
BatDiv 8 plus NORTH CAROLINA	3 BB
DesDiv 92 less COWELL	
DesDiv 42 less LAVALETTE	6 DD

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(3) Southern Carrier Group (T.G. 50.3) - Rear Admiral Montgomery

ESSEX, BUNKER HILL	2 CV
INDEPENDENCE	1 CVL

CruDiv 5	3 CA
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DesDiv 96 less BLACK	
DesDiv 95 less WALKER, STEMBEL, ABBOTT	5 DD

(d) RELIEF CARRIER GROUP (T.G. 50.4) - Rear Admiral Sherman

SARATOGA	1 CV
PRINCETON	1 CVL

CruDiv 11 less RENO, OAKLAND	2 CL(AA)
NASHVILLE	1 CL

DesDiv 15 less LANG plus EDWARDS	4 DD
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(e) DEFENSE FORCES AND SHORE BASED AIR (T.F. 57) - Rear Admiral Hoover

(1) Force Flag (T.G. 57.1) - Capt. Peck

CURTISS	1 AV
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(2) Striking Group (T.G. 57.2) - Maj.Gen. Hale, USA

Heavy Bombardment Groups 11 and 30 (Army)	90 VB(H)
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(3) Search and Reconnaissance Group (T.G. 57.3) - Rear Admiral Hoover

Patrol Plane Squadrons

VP 53	12 PB4-5A
VP 72	12 PB4-5

Heavy Bomber Squadron

VB 108	12 PB4-Y
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Medium Bomber Squadrons

VB 137, VB 142	24 PV-1
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Photographic Squadron

VD 3	6 PB4-Y(F-7)
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- (4) ELLICE Defense and Utility Group (T.G. 57.4) - Brig. Gen. Merritt, USMC

Fourth Marine Base Air Defense Wing

Fighter and Dive Bombing Squadrons assigned 90 VMF
72 VMSB

Inshore Patrol Squadrons

Scouting Squadrons 51, 65, 66 24 VSO and VJ

Air Transport Squadron

VMJ 353 12 VR
Army Transport Aircraft assigned

- (5) Aircraft Tender (T.G. 57.5) - Commander Stroop

MACKINAC 1 AVP

- (6) Aircraft Tender (T.G. 57.6) - Lt. (jg) Rapièr

SWAN 1 AVP (small)

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No. Cen 1-43

1. (a) Information.

- (1) CinCPac and POA Operation Plan No. 13-43 (limited distribution).
- (2) Information of the enemy as in current despatches.
- (3) Commander South Pacific Force; Commanding General U.S. Army Forces, Central Pacific Area; Commander Hawaiian Sea Frontier; Commander Air Force, U.S. Pacific Fleet; and Commander Service Force, U.S. Pacific Fleet will support GALVANIC.
- (4) On arrival of Commander Defense Force and Shore Based Air in ELLICE area, the Commanding General, Samoa will report to him for operational control of Marine and Navy shore based aircraft in SAMOAN - ELLICE area and of such base facilities as may be needed in support of GALVANIC.
- (5) Commander Service Squadron FOUR, Service Force, U.S. Pacific Fleet, will establish and maintain a Mobile Supply Base at FUNAFUTI for the supply of forces engaged in GALVANIC. He will operate the Mobile Supply Base, ships assigned to Service Squadron FOUR, and ships placed under his operational control to conform with the directives, plans and needs of the Commander Central Pacific Force. The Commander Central Pacific Force has delegated to the Commander Defense Forces and Shore Based Air the operational control of Service Squadron FOUR for operations of that squadron in the support of the Defense Forces and Shore Based Air. He retains operational control of the squadron for operations in the support of the Assault Force and Carrier Force.
- (6) The operational control of the harbor facilities in FUNAFUTI will be delegated by the Commander Defense Forces and Shore Based Air to the Commander Service Squadron FOUR.
- (7) GALVANIC will be supported by submarines in accordance with Commander Submarine Force, Pacific Fleet, Operation Plan No. 2-43, furnished to major Task Force Commanders.

(b) Assumptions.

- (1) That the establishment of airfields on MAKIN, TARAFIA, and APAMAMA will contribute to projected operations against enemy positions in the MARSHALLS.

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- (2) That the enemy will vigorously oppose the seizure of MAKIN and TARAWA, and may oppose the occupation of APAMAMA, with ground forces established at those positions.
- (3) That enemy aircraft from bases at TARAWA, MAKIN and in the MARSHALLS will attack our surface forces which are transporting our amphibious and garrison troops, and which are supporting and covering our landing operations.
- (4) That enemy naval forces in strength superior to any of our separated naval forces may attempt to prevent the seizure of our objectives.
- (5) That enemy submarines in strength will attack our surface forces in the vicinity of the objectives, and enemy submarines may operate along our lines of communications
2. This force will seize, occupy and develop MAKIN, TARAWA and APAMAMA, and will vigorously deny NAURU to the enemy, in order to gain control of the GILBERT ISLANDS and to prepare for operations against the MARSHALLS.
3. (a) Fleet Flag act as independent flagship. Participate in bombardment of TARAWA on D day in accordance with Ship Gunfire Support Plan of Commander Southern Attack Force.
- (b) Assault Force. Capture and occupy MAKIN, TARAWA and APAMAMA. Destroy inferior enemy surface forces attempting to interfere with the landing operations at each objective. Initiate the establishment of advance bases and the construction of airfields. Return assault shipping required for MARSHALL operations to PEARL and SAN DIEGO areas as early as practicable.
- (c) Carrier Force.
- On D-2 and D-1 day destroy enemy aircraft and defenses at TARAWA. Ship bombardment by screening vessels is authorized on D-1 day, if enemy air is under control.
- On D-1 day destroy enemy aircraft and air facilities at MILLE and enemy aircraft and defenses at MAKIN.
- On D-1 day photograph MAKIN and TARAWA, and deliver copies, together with information of sea conditions on landing beaches of these objectives, to Commander Assault Force in PENNSYLVANIA and Commander Southern Attack Force in MARYLAND, respectively, as soon as practicable thereafter.

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On D day and thereafter conduct early morning search to the north and west of the GILBERTS. Conduct such additional searches as directed or as may be required by the military situation. Coordinate searches with those of the Commander Defense Forces and Shore Based Air.

On D day, and thereafter if needed, provide the air support required for landing operations at MAKIN and TARAWA, in accordance with air support plans of Commander Assault Force and Commander Southern Attack Force.

If Air support is required for the occupation of APAMAMA, provide this when and as requested by Commander Assault Force or by Commander Southern Attack Force.

Protect vessels of the Assault Force, and island positions after occupation by our forces, from enemy attack, particularly from the air.

Carrier Task Groups which are screened by fast battleships and are supporting the attack on MAKIN and covering our northern flank will, unless engaged in strikes on enemy objectives, be operated in as close tactical support as possible of each other and of the combatant fleet units of the Northern Attack Force.

(d) Relief Carrier Group.

Destroy aircraft, and air and harbor facilities on NAURU ISLAND by air and surface bombardment in accordance with Annex B of this plan. Detach NASHVILLE and join Carrier Force as directed in Annex B.

(e) Defense Forces and Shore Based Air.

Attack enemy air bases at TARAWA, NAURU, MILLE, JALUIT and at such other enemy positions in the MARSHALLS as are within range. Commence these attacks as early as practicable, having due regard for the aircraft operations necessary on and after D-3 day.

Make air photographic reconnaissances of KWAJALEIN, WOTJE, MALOELAP, MILLE and JALUIT.

On D-3 day and thereafter conduct searches in accordance with your Air Search Plans, contained in Annex J of this plan. Have the 800 mile searches of 307°-352° from NANOMEA and of 298°-314° from BAKER of Search Plan I on their outer limits at sundown. Report results of searches. Make such modifications of your search plans as the situation may require, keeping Commander Central Pacific Force informed. Continue attacks on enemy air bases at NAURU and in the MARSHALLS, but without interference with carrier air strikes scheduled in paragraph 3(c).

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Attack enemy ships and shipping.

Defend our bases in the ELLICE and GILBERT ISLANDS.

Protect own shipping moving in ELLICE and GILBERT areas.

Provide air transportation.

(x) (1) This plan is effective at 0930 (Zone ZERO) 31 October.

(2) The operation directed by this plan is termed "GALVANIC".

(3) Major Task Force Commanders will take measures to prevent attacks on friendly submarines. Information of their operations has been furnished principal Task Force Commanders by Commander Submarines, Pacific Fleet.

(4) If intelligence indicates that enemy surface forces are present in the MARSHALLS area in sufficient strength to interfere with the seizure of all of the GALVANIC objectives, and if weather information indicates the presence of an equatorial front to the northward of MAKIN of such extent as to prevent adequate air search in that area, the Commander Central Pacific Force may direct that the seizure of MAKIN be delayed until after TARAWA has been seized. In this event a redistribution of forces will be directed.

(5) In the air and surface bombardment of MAKIN and TARAWA, inflict maximum damage on defense installations and minimum damage on installations whose destruction is not required in the capture of these positions.

(6) D day is the local day commencing at 0000 (Zone plus 12), 19 November and ending at 2400 (Zone plus 12) 19 November. This is a West Longitude date. If it becomes necessary to postpone D day because of a forecast which predicts weather conditions that would make the landing of troops and equipment impossible on 19 November, the Commander in Chief, U.S. Pacific Fleet will broadcast the change in D day on the FOX schedules. This change in D day will be expressed in the number of days D day is delayed, and calendar day, West Longitude date will be given. If a change is made in D day all surface task forces and groups will remain outside of the range of air search from enemy bases (700 miles), refuel as necessary and take up the forward movement to the objectives on the prescribed schedule based on D day. Air strikes and air searches scheduled for D day and prior thereto will be initiated again conforming to the new D day prescribed.

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- (7) In the event that GALVANIC is opposed by major enemy surface forces, operate in accordance with Commander Central Pacific Force Operation Plan No. Cen 3-43, contained in Annex C.
- (8) Defend and develop the advance bases in MAKIN, TARAWA and APAMAMA in accordance with Commander Central Pacific Force Operation Plan No. Cen 4-43, contained in Annex D.
- (9) Reference points and routes to be used in GALVANIC are proscribed in Annex F.
- (10) Provision for rehearsals of the Northern and Southern Attack Forces, and the scheduled movement of task forces and task groups from their last port of departure for the GALVANIC operation, are contained in the Movement Plan, Annex G.
- (11) Conserve fuel. The success of GALVANIC requires large fuel supplies. The availability of fleet oilers is limited. In establishing the speed to maintain the required advance, and in prescribing the Engineering Condition to be employed, the conservation of fuel as well as the military situation will be considered.
- (12) Fighter Director Doctrine is contained in Annex I.
4. Provisions for logistic support are contained in Annex H of this plan.
5. (a) Communications in accordance with USF-70(A) and Commander Central Pacific Force Communication Plan, Annex A of this Plan. Annex A will be placed in effect by Commander Northern Attack Force and Commander Southern Attack Force for rehearsal exercises, and will become effective for each task organization upon departure from bases for GALVANIC. Attention is particularly directed to the definitions of "Operational" and "Administrative" traffic given in the foreword of Annex A.
- (b) In accordance with orders issued by the Commander in Chief, U.S. Pacific Fleet, the Commander Carrier Force and the Commanders of Task Groups of the Carrier Force will command the Carrier Task Force or Carrier Task Group to which they are assigned, regardless of relative rank of other officers in the Task Force or Task Group.
- (c) The Commander Assault Force commands all task organizations employed in the amphibious operations at each objective through the related Attack Force Commander. The Commanding General FIFTH Amphibious Corps will be embarked in the flagship of the Assault Force and will command all landing force troops. Since the employment of troops engaged in the seizure of the objectives, including the reserve troops, is subject to capabilities of the surface units to land and support them, directives issued by the Commander FIFTH Amphibious Corps

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require the approval of the Commander Assault Force before they may be issued.

(d) The responsibility of the Commander Assault Force for the transportation of troops and material to the objectives ends upon the discharge of the vessels contained in the task organization of the Assault Force of this plan. Thereafter transportation becomes a responsibility of the Commander Service Force, U.S. Pacific Fleet subject to the requirements of the Commander Defense Forces and Shore Based Air.

(e) At each objective, during the assault, the related Attack Force Commander will command the support aircraft through the Air Commander of the base to be established at that objective, and will command the Landing Force through the Commander Landing Force. At each objective, as soon as the Landing Force Commander determines that the status of the landing operations permits, he will assume command on shore and report that fact to the related Commander Attack Force. As desired, request for naval gunfire support and air support will be made to the Commander Attack Force by the Landing Force Commanders.

(f) The Landing Force Commander will retain command of all forces established at each objective until the Commander Central Pacific Force has determined that the capture and occupation phase has been completed. The Commander Central Pacific Force will then direct that the command at each objective pass to the Advance Base Commander designated by the Commander in Chief, Pacific Ocean Areas.

(g) Commander Central Pacific Force will determine and announce when the capture and occupation phase is completed, whereupon the Commander Defense Forces and Shore Based Air will assume his responsibility for the defense and development of positions captured.

(h) The Landing Force Commander at each objective is responsible for insuring as much as possible the expeditious execution of the base development work. The designated Advance Base Commander who is primarily responsible for defense and base development work, will remain under the command of the Landing Force Commander until the change of command indicated in subparagraph (f) above has been effected.

(i) The Commander Defense Forces and Shore Based Air has the over-all responsibility of coordination in the development of the Advance Bases, and the coordination of the air defense of all of the Advance Bases after aircraft have been established at one or more of the Advance Bases. The Advance Base Commander, after he has relieved the Commander Landing Force of command on shore, is directly responsible to and will operate under the general direction of the Commander Defense Forces and Shore Based Air.

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(j) Aircraft assigned for the air support of the Landing Force at each objective will operate under the tactical command of the Air Commander of the base to be established at that objective, from the time that the aircraft arrive on station until their departure for recovery by the parent carrier. Prior to their reporting on station and after departure for recovery, these aircraft will operate under command of their respective carrier group or unit commanders. The Attack Force Commander at each objective, while present, is responsible for Fighter Direction over the objectives and ships in the vicinity. Upon his departure the Air Commander is responsible for Fighter Direction.

(k) Use Zone ZERO time.

(l) Commander Central Pacific Force in INDIANAPOLIS.

R. A. Spruance

R. A. SPRUANCE
Vice Admiral U.S. Navy
Commander Central Pacific Force
U.S. Pacific Fleet

Annexes:

- A - Communication Plan.
- B - Operation Plan No. Cen 2-43 (Air Bombing and Surface Bombardment of NAURU).
- C - Operation Plan No. Cen 3-43 (Major Action Plan).
- D - Operation Plan No. Cen 4-43 (Defense and Development Plan).
- E - Intelligence Plan.
- F - Reference Points and Routes.
- G - Movement Plan.
- H - Logistics Plan.
- I - Fighter Direction Doctrine.
- J - Shore Based Air Search.

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<u>DISTRIBUTION:</u>	- - - - - A n n e x e s - - - - -										
	Plan	A	B	C	D	E	F	G	H	I	J
	Cen	COMM	Cen	Cen	Cen	INT	REF	MOV	LOG	FDD	S'CH
<u>Addressee</u>	<u>1-43</u>		<u>2-43</u>	<u>3-43</u>	<u>4-43</u>						
CominCH	8	8	8	8	8	8	8	8	8	8	8
OPNav	2	2	2	2	2	2	2	2	2	2	2
CinCPac	5	5	5	5	5	5	5	5	5	5	5
ComSoPac	5	5	5	5	5	5	5	5	5	5	5
ComGenCenPac	5	5	5	5	5	5	5	5	5	5	5
ComServPac	5	5	5	5	15	25	25	25	25	5	5
ComSeronSoPac	1	1	1	1	1	1	1	1	1	1	1
ComAirPac	1	1	1	1	1	1	1	1	1	1	1
ComAirSoPac	1	1	1	1	1	1	1	1	1	1	1
ComGen7thAirFor	1	1	1	1	1	1	1	1	1	1	1
ComBatPac	1	1	1	1	1	1	1	1	1	1	1
ComCruPac	1	1	1	1	1	1	1	1	1	1	1
ComDesPac	1	1	1	1	1	1	1	1	1	1	1
ComSubPac	1	1	1	1	1	1	1	1	1	1	1
ComHawSeaFron	1	1	1	1	1	1	1	1	1	1	1
AdmCom5thPhibFor	1	1	1	1	1	1	1	1	1	1	1
ComGenSAMOA	5	5	5	5	5	5	5	5	5	5	5
JICPOA	1	1	1	1	1	1	1	1	1	1	1
<u>Fleet Flag</u>											
CO INDIANAPOLIS	1	4		2		1	1	1		1	1
<u>Assault Force</u>											
Com5thPhibFor	5	5	5	5	5	5	5	5	5	5	5
CO PENNSYLVANIA	1	5		5		1	1	1		1	1
Com5thPhibCorps	5	5	5	5	5	5	5	5	5	5	5
ComSupport Aircraft, GALVANIC	1	1	1	1	1	1	1	1	1	5	5
<u>Northern Attack Force</u>											
ComBatDiv 3	2	2	2	5	2	2	2	2	2	2	2
IDAHO	1	5		5		1	1	1		1	1
MISSISSIPPI	1	5		5		1	1	1		1	1
NEW MEXICO	1	5		5		1	1	1		1	1

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No. Cen 1-43

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	Plan Cen	A COMM	B Cen	C Cen	D Cen	E INT	F REF	G MOV	H LOG	I FDD	J S'CH
	1-43		2-43	3-43	4-43						
CruDiv 6	2	5	2	5	2	2	2	2	2	2	2
MINNEAPOLIS	1	4		4		1	1	1		1	1
NEW ORLEANS	1	4		4		1	1	1		1	1
SAN FRANCISCO	1	4		4		1	1	1		1	1
BALTIMORE	1	4		4		1	1	1		1	1
ComCarDiv 24	2	5	2	5	2	2	2	2	2	5	2
LISCOMB BAY	1	5	1	4		1	1	1		5	2
CORAL SEA	1	5	1	4		1	1	1		5	2
CORREGIDOR	1	5	1	4		1	1	1		5	2
ComTransDiv 20	1	1	1	1	1	1	1	1	1	1	1
NEVILLE		2				1	1			1	
PIERCE		2				1	1			1	
LEONARD WOOD		2				1	1			1	
CALVERT		2				1	1			1	
ALCYONE		2				1	1			1	
BELLE GROVE		2				1	1			1	
Minesweeper											
REVENGE		2				1	1				
ComDesDiv 1	1	2		2		1	1	1	1	1	1
PHELPS	1	2		2		1	1	1	1	1	1
DEWEY	1	2		2		1	1	1	1	1	1
HULL	1	2		2		1	1	1	1	1	1
MacDONOUGH	1	2		2		1	1	1	1	1	1
GRIDLEY	1	2		2		1	1	1	1	1	1
MAURY	1	2		2		1	1	1	1	1	1
ComDesDiv 3	1	2	1	2	1	1	1	1	1	1	1
MORRIS	1	2		2		1	1	1	1	1	1
HUGHES	1	2		2		1	1	1	1	1	1
ComDesDiv 4	1	2		2		1	1	1	1	1	1
MUSTIN	1	2		2		1	1	1	1	1	1
HOEL	1	2		2		1	1	1	1	1	1
FRANKS	1	2		2		1	1	1	1	1	1
BURNS	1	2		2		1	1	1	1	1	1
KIMBERLY	1	2		2		1	1	1	1	1	1
ComNorthern Land For,	1	2	1	1	1	1	1	1	1	1	1
CO 165th R.C.T.											
Comdr Advance Base											
MAKIN	1	2		1	1	1	1	1	1	1	1
ComAircraft, MAKIN	1	5		1	1	1	1	1	1	5	5

Serial: 00110

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OPERATION PLAN

No. Cen 1-43

DISTRIBUTION:

	Plan	A	B	C	D	E	F	G	H	I	J
	Cen	COMM	Cen	Cen	Cen	INT	REF	MOV	LOG	FDD	S'CH
Addressee:	1-43		2-43	3-43	4-43						

Southern Attack Force

ComGr2,5thPhibFor	5	5	5	5	5	5	5	5	5	5	5
MARYLAND	1	5		5		1	1	1		1	1
ComBatDiv 2	2	5	2	5	2	2	2	2	2	2	2
TENNESSE	1	5		5		1	1	1		1	1
COLORADO	1	5		5		1	1	1		1	1
ComCruDiv 13	2	5	2	5	2	2	2	2	2	2	2
SANTA FE	1	4		4		1	1	1		1	1
BIRMINGHAM	1	4		4		1	1	1		1	1
MOBILE	1	4		4		1	1	1		1	1
PORTLAND	1	4		4		1	1	1		1	1
ComCarDiv 22	2	5	2	5	2	2	2	2	2	5	2
SANGAMON	1	5	1	4		1	1	1		5	2
SUWANEE	1	5	1	4		1	1	1		5	2
CHENANGO	1	5	1	4		1	1	1		5	2
BARNES	1	5	1	4		1	1	1		5	2
NASSAU	1	5	1	4		1	1	1		5	2
ComTransDiv 4	1	2	1	1	1	1	1	1	1	1	1
ZEILIN		2				1	1			1	
HARRY LEE		2				1	1			1	
W.P. BIDDLE		2				1	1			1	
ARTHUR MIDDLETON		2				1	1			1	
THUBAN		2				1	1			1	
ASHLAND		2				1	1			1	
ComTransDiv 6	1	2	1	1	1	1	1	1	1	1	1
HARRIS		2				1	1			1	
J.F. BELL		2				1	1			1	
HEYWOOD		2				1	1			1	
FELAND		2				1	1			1	
BELLATRIX		2				1	1			1	
ComTransDiv 18	1	2	1	1	1	1	1	1	1	1	1
MONROVIA		2				1	1			1	
DOYEN		2				1	1			1	
ORMSBY		2				1	1			1	
SHERIDAN		2				1	1			1	
VIRGO		2				1	1			1	
LA SALLE		2				1	1			1	
Minesweepers											
REQUISITE	1	2	1	1	1	1	1	1	1	1	1
PURSUIT		2				1	1				

Serial: 00110

S E C R E T

OPERATION PLAN

No. Cen 1-43

DISTRIBUTION:

Addressee:	Plan Cen 1-43	A COMM 2-43	B Cen 3-43	C Cen 4-43	D Cen 5-43	E INT	F REF	G MOV	H LOG	I FDD	J S'CH
ComDesRon 25	1	2	1	2	1	1	1	1	1	1	1
ComDesDiv 50	1	2		2		1	1		1	1	1
HARRISON	1	2		2		1	1	1	1	1	1
JOHN RODGERS	1	2		2		1	1	1	1	1	1
McKEE	1	2		2		1	1	1	1	1	1
MURRAY	1	2		2		1	1	1	1	1	1
RINGGOLD	1	2		2		1	1	1	1	1	1
SCHROEDER	1	2		2		1	1	1	1	1	1
SIGSBEE	1	2		2		1	1	1	1	1	1
DASHIELL	1	2		2		1	1	1	1	1	1
HEERMAN	1	2		2		1	1	1	1	1	1
HAZELWOOD	1	2		2		1	1	1	1	1	1
ComDesDiv 27	1	2	1	2	1	1	1	1	1	1	1
BAILEY	1	2		2		1	1	1	1	1	1
FRAZIER	1	2		2		1	1	1	1	1	1
GANZEVCORT	1	2		2		1	1	1	1	1	1
LEADE	1	2		2		1	1	1	1	1	1
ANDERSON	1	2		2		1	1	1	1	1	1
RUSSELL	1	2		2		1	1	1	1	1	1
AYLWIN	1	2		2		1	1	1	1	1	1
FARRAGUT	1	2		2		1	1	1	1	1	1
MONAGHAN	1	2		2		1	1	1	1	1	1
COTTEN	1	2		2		1	1	1	1	1	1
COWELL											

Southern Landing Force

ComSouth Land For	1	2	1	1	1	1	1	1	1	1	1
ComGen2nd MarDiv											
CO 2nd Mar Def Bn										5	2
CO 8th Mar Def Bn										5	2
Com Adv Base TARAWA	2	5	2	2	2	2	2	2	2	2	2
Com Adv Base APAMAMA	2	5	2	2	2	2	2	2	2	2	2
ComT.G.54.4											
DALE	1	2		2		1	1	1	1	1	1
LST 31						1	1				
LST 78						1	1				
LST 179						1	1				
LCT 82,165,167											

Serial: 00110

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OPERATION PLAN

No. Cen 1-43

DISTRIBUTION:

Addressee:

	Plan Cen	A COMM	B Cen	C Cen	D Cen	E INT	F REF	G MOV	H LOG	I FDD	J S'CH
ComT.G.54.5											
BANCROFT	1	2		2		1	1	1	1	1	1
LST 34						1	1				
LST 242						1	1				
LST 243						1	1				
LST 247,250,251						1	1				
ComT.G.54.6											
CALDWELL	1	2		2		1	1	1	1	1	1
LST 476						1	1				
LST 477						1	1				
LST 479						1	1				
LST 480						1	1				
LST 481						1	1				
LST 482						1	1				
ComT.G.54.7											
COGHLAN	1	2		2		1	1	1	1	1	1
LST 20						1	1				
LST 23						1	1				
LST 169						1	1				
LST 205						1	1				
LST 218						1	1				
LST 478						1	1				
LST 484						1	1				
2 LCT's											
ComT.G.54.8		3				1	1	1			
3 XAP, 2 XAK											
WHITMAN		1				1	1				
WILEMAN		1				1	1				
ComT.G.54.9		3				1	1	1			
2 XAP, 1 XAK											
LE HARDY		1				1	1				
W.C.MILLER		1				1	1				
ComT.G.54.10		3				1	1				
1 AP, 1 XAP, 2 XAK											
CHARLES R.GREER		1				1	1				
H.C.THOMAS		1				1	1				
ComT.G.54.11		3				1	1				
1 XAP											
LST 19						1	1				
LST 240						1	1				
LST 241						1	1				
LST 244						1	1				
LCT_____,249,252											
BURDEN R.HASTINGS		1				1	1				

ComCenPac
Serial: 00110

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OPERATION PLAN

No. Cen 1-43

DISTRIBUTION:

	Plan	A	B	C	D	E	F	G	H	I	J
	Cen	COMM	Cen	Cen	Cen	INT	REF	MOV	LOG	FDD	S'CH
Addressee:	1-43		2-43	3-43	4-43						

Carrier Force

Carrier Interceptor Group

ComCarDiv 3	3	5	3	5	3	3	3	3	5	15	15
YORKTOWN	1	5	1	5		1	1	1		5	5
LEXINGTON	1	5	1	5		1	1	1		5	5
COWPENS	1	5	1	5		1	1	1		5	5
ComBatDiv 6	2	5	2	5	2	2	2	2	2	2	2
WASHINGTON	1	5		5		1	1	1		1	1
ComBatDiv 9	2	5	2	5	2	2	2	2	2	2	2
SOUTH DAKOTA	1	5		5		1	1	1		1	1
ALABAMA	1	5		5		1	1	1		1	1
ComDesDiv 91	1	2		2		1	1	1	1	1	1
IZARD	1	2		2		1	1	1	1	1	1
CHARRETTE	1	2		2		1	1	1	1	1	1
CONNER	1	2		2		1	1	1	1	1	1
ComDesDiv 41	1	2	1	2	1	1	1	1	1	1	1
NICHOLAS	1	2		2		1	1	1	1	1	1
TAYLOR	1	2		2		1	1	1	1	1	1
LA VALLETTE	1	2		2		1	1	1	1	1	1

Northern Carrier Group

Rear Admiral Radford	2	5	2	5	2	2	2	2	2	15	15
ENTERPRISE	1	5	1	5		1	1	1		5	5
BELLEAU WOOD	1	5	1	5		1	1	1		5	5
MONTEREY	1	5	1	5		1	1	1		5	5
ComBatDiv 8	2	5	2	5	2	2	2	2	2	2	2
MASSACHUSETTS	1	5		5		1	1	1	1	1	1
INDIANA	1	5		5		1	1	1	1	1	1
NORTH CAROLINA	1	5		5		1	1	1	1	1	1
ComDesDiv 92	1	2		2		1	1	1	1	1	1
BOYD	1	2		2		1	1	1	1	1	1
BRADFORD	1	2		2		1	1	1	1	1	1
BROWN	1	2		2		1	1	1	1	1	1
ComDesDiv 42	1	2	1	2	1	1	1	1	1	1	1
FLETCHER	1	2		2		1	1	1	1	1	1
RADFORD	1	2		2		1	1	1	1	1	1
JENKINS	1	2		2		1	1	1	1	1	1

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OPERATION PLAN

No. Cen 1-43

DISTRIBUTION:

	Plan	A	B	C	D	E	F	G	H	I	J
	Cen	COMM	Cen	Cen	Cen	INT	REF	MOV	LOG	FDD	S'CH
Addressee:	1-43		2-43	3-43	4-43						

Southern Carrier Group

R. Adm. Montgomery	2	5	2	5	2	2	2	2	2	15	15
ESSEX	1	5	1	5		1	1	1		5	5
BUNKER HILL	1	5	1	5		1	1	1		5	5
INDEPENDENCE	1	5	1	5		1	1	1		5	5
ComCruDiv 5	2	5	2	5	2	2	2	2	2	2	2
CHESTER	1	4		4		1	1	1		1	1
PENSACOLA	1	4		4		1	1	1		1	1
SALT LAKE CITY	1	4		4		1	1	1		1	1
ComDesDiv 96	1	2	1	2	1	1	1	1	1	1	1
BULLARD	1	2		2		1	1	1	1	1	1
KIDD	1	2		2		1	1	1	1	1	1
CHAUNCEY	1	2		2		1	1	1	1	1	1
ComDesDiv 95	1	2		2		1	1	1	1	1	1
ERBEN	1	2		2		1	1	1	1	1	1
HALE	1	2		2		1	1	1	1	1	1

Relief Carrier Group

ComCarDiv 1	2	5	5	5	2	2	2	2	2	15	15
SARATOGA	1	5	5	5		1	1	1		5	5
PRINCETON	1	5	5	5		1	1	1		5	5
ComCruDiv 11	2	5	5	5	2	2	2	2	2	2	2
SAN DIEGO	1	4	4	4		1	1	1		1	1
SAN JUAN	1	4	4	4		1	1	1		1	1
NASHVILLE	1	4	4	4		1	1	1		1	1
ComDesDiv 15	1	1	2	2	1	1	1	1	1	1	1
STACK	1	1	2	2		1	1	1	1	1	1
STERETT	1	1	2	2		1	1	1	1	1	1
WILSON	1	1	2	2		1	1	1	1	1	1
EDWARDS	1	1	2	2		1	1	1	1	1	1

Def. For & Shore Based Air

ComAirCenPac	5	5	5	5	5	5	5	5	5	15	15
CURTISS						1	1				1
ComStriking Group	2	2	2	2	2	2	2	2	2	2	2
11th B(H) Group	1	1	1	1	1	1	1	1	1	1	1
30th B(H) Group	1	1	1	1	1	1	1	1	1	1	1

OPERATION PLAN

No. Cen 1-43

DISTRIBUTION:

Addresssee:	Plan Cen 1-43	A COMM 2	B Cen 2	C Cen 2	D Cen 2	E INT 2	F REF 2	G MOV 2	H LOG 2	I FDD 2	J S'CH 2
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ComSearch & Recon. Group 2 2 2 2 2 2 2 2 2 2 2 2

VP 53	1	1	1	1	1	1	1	1	1	1	1
VP 72	1	1	1	1	1	1	1	1	1	1	1
VB 108	1	1	1	1	1	1	1	1	1	1	1
VB 137	1	1	1	1	1	1	1	1	1	1	1
VB 142	1	1	1	1	1	1	1	1	1	1	1
VD 3	1	1	1	1	1	1	1	1	1	1	1

Com SAMOA & WALLIS Gr. 2 2 2 2 2 2 2 2 2 25 5

Com 4th MarBase Def Wing

VMF Sqdns.(6)										30	1
VMSB Sqdns.(6)										30	1
VSO and VJ Sqdns(3)										15	1
VMJ Sqdn.(1)										5	1

MACKINAC		1				1	1			1	
SWAN		1				1	1			1	

ComSeron FOUR 2 2 2 2 2 2 2 2 2

DISTRIBUTION: (Deferred)

ComSoWesPac	2	2	2	2	2	2	2	2	2	2	2
ComNorPac	1	1	1	1	1	1	1	1	1	1	1
ComTHIRDPhibFor	1	1	1	1	1	1	1	1	1	1	1
ComNINTHPhibFor	1	1	1	1	1	1	1	1	1	1	1
ComSEVENTHPhibFor	1	1	1	1	1	1	1	1	1	1	1
ComSIXTHPhibFor	1	1	1	1	1	1	1	1	1	1	1
ComGroupTHREE, 5thPhibFor	1	1	1	1	1	1	1	1	1	1	1
ComdtMarCorps	1	1	1	1	1	1	1	1	1	1	1
MarPac	1	1	1	1	1	1	1	1	1	1	1

Navy War College	1	1	1	1	1	1	1	1	1	1	1
Army-Navy STAFF COLLEGE	1	1	1	1	1	1	1	1	1	1	1

War Diary	3	3	3	3	3	3	3	3	3	3	3
File	10	10	10	10	10	10	10	10	10	10	10
Spares	25	25	25	25	25	25	25	25	25	25	25

C. F. Barber

C. F. BARBER,
Flag Secretary.

Note: Copy of Distribution List to all addressees.

OPERATION PLAN

No. Cen 1-43

COMM
A

ANNEX A

COMMUNICATION PLAN

Foreward

Definition of Terms

OPERATIONAL

The actual movement of troops, aircraft and ships to or in combat or contact with the enemy is OPERATIONAL and only those communications which direct or directly influence such movements within the next 48 hours may be classified as Operational Communications,

The precedence given to an Operational dispatch shall be determined as follows:

URGENT (O) Contact Reports of Enemy Forces.

OPERATIONAL PRIORITY (OP) Communications vital to the whole operation which must be delivered ahead of everything except a contact report.

PRIORITY (P) Communications less urgent than the two preceding but which still require accelerated delivery.

ADMINISTRATIVE

Communications dealing with provisions, stores, spare parts, salvage, fuel, - replenishment in general -, and with reports of casualties, prisoners and the like are ADMINISTRATIVE and may NOT be transmitted on Operational Circuits nor assigned Operational Priority precedence. The highest precedence available for Administrative traffic is Priority.

This plan consists of:

Annex A	Basic Communication Doctrines
Appendix I	Radio Frequency Plan
Appendix II	Call List
Appendix III	Air Support Communication Plan
Appendix IV	Shore Fire Control Communication Plan
Appendix V	Shore Bases and Shore Based Air Communication Plan
Appendix VI	Cryptographic

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan)

1000. General Instruction.

Communication in accordance with (USF 70 A) and Annex C to Cincpac
Operation Plan 13-43 except Pac 3 series will not be used.

1120. Effective Date.

(a) This plan will become effective when directed
by Comcenpac or Subordinate Commanders.(For their Forces).

1130. Time.

Zone Zero time shall be used.

1160. Encryption of Dispatches.

(a) Traffic will be encrypted except:

- (1) When time factor does not permit.
- (2) When interception will be of no value
to the enemy.
- (3) When no codes or cyphers are available.
- (4) On aircraft voice circuits by aircraft on
tactical mission. (See 1177 below.)
- (5) On VHF and other short range voice circuits for
air warnings, emergency communications or during
an attack phase. On other occasions VHF voice
transmissions will be encyphered using appro-
priate devices such as TRUK code, or signal
cypher. (See 1177 and Crypto Appendix VI.)

(b) A Cryptographic Manual, Appendix VI, has been sup-
plied for the assistance of Coding Boards.

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan)

1170. Contact Reports.

General Instructions:

- (a) URGENT PRECEDENCE will be used on all enemy contacts.
- (b) Radio Silence will not be broken to report contacts with enemy units smaller than a destroyer or section of aircraft unless own forces are in danger. This does not apply to contacts made by long range reconnaissance aircraft on searches.
- (c) Anticipate enemy deception. AUTHENTICATE all contact and amplifying reports.
- (d) To be of any value contact reports must contain the following information:

- | | |
|--|----------|
| 1. Number and type of enemy | "WHAT" |
| 2. Position of enemy, latitude and longitude | "WHERE" |
| 3. Course and speed of enemy | "WHENCE" |
| 4. Time of report ZEBRA | "WHEN" |

Make an amplifying report if above data cannot be supplied in first report.

- (e) Never report nor imply position of own force unless ordered to do so by O.T.C.

1176. (a) Contact reports will be handled by the "R" or "F" methods depending upon the condition of radio silence in effect at the station which receives the report.

- (b) Aircraft contact reports should be Broadcast. After each transmission the airplane should wait about ten seconds for a receipt. If no receipt is received the report should be repeated.

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan)

1176. (b) Continued.

Parent vessel or OTC may or may not receipt depending upon the situation. Shore bases will always receipt.

(c) The following procedure is prescribed as standard Ship-based Aircraft Contact report:

If no Receipt is obtained send the report FOUR (4) times,
by the methods shown below:

If distance of Aircraft is

Within 100 miles of
Own Force or Base

Beyond 100 miles of
Own Force or Base

(1) Send by VOICE

(1) Send by MCW

Wait 10 seconds for receipt, if none

(2) Repeat by VOICE

(2) Repeat by MCW

Wait 10 seconds for receipt, if none

(3) Send by MCW

(3) Send by VOICE

Wait 10 seconds for receipt, if none

(4) Repeat by MCW

(4) Repeat by VOICE

If a terminal station on the Air Operation Intelligence Circuit (see below) has heard the report, and has heard no receipt, after the fourth transmission that station will receipt for it in order to set the pilot's mind at rest.

(d) Air Operational Intelligence Circuit.

(1) The Air Operational Intelligence Circuit is Common to SOPAC and CENTPAC. Fixed stations on this circuit rebroadcast dispatches as received from planes. Traffic consists of contact reports and other information of immediate value to ships and commands.

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan)

1176. (d) Continued.

(2) Frequencies are 4385, 8770, 13155; all used continuously.

(3) The following stations comprise the fixed portions of the circuit:

NOUMEA	(NKZ)	GUADALCANAL	(NCK)
ESPIRITU SANTO	(NUB)	FUNAFUTI	(NJT)
PORT MORESBY	(2VA)	COMAIRCENPAC	

NOUMEA repeats back on the three frequencies simultaneously all information received on this circuit.

(4) Address is the single unencrypted call "Z5T".

(5) All flagships shall guard this circuit and all ships should guard it insofar as personnel and equipment permit.

1177). Security of Contact Report.

1178)

How to make them:

(a) Carrier Aircraft - Use PLAIN LANGUAGE, authenticated.

(b) Shore Based Aircraft -

(1) For contacts when enemy is distant from Own Forces or Bases use CSP 1270; unless contact is so small or insignificant that information may be saved until return to base.

(2) For contacts close to or threatening Own Forces or Bases, (Enemy Carriers for example) use PLAIN LANGUAGE.

(c) Surface Ships use CSP 1270, except for Contacts of utmost immediacy for which Plain Language should be used.

(d) Radar Contacts: Plain Language on TBS followed by HF warning net if radio silence has been broken or situation requires.

(e) Authenticate all contact reports, except Radar Reports.

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan)

1179. Radar Reports.

- (a) In order that there may only be one possible meaning for a radar report, all Radar Reports, including those of shore-based ARMY radars will be in Polar Coordinates (TRUE BEARING from Fleet Center or Army Radar) and distance will be in NAUTICAL miles.
- (b) First ship to pick up a "bogey" must announce the contact by radio if conditions of radio silence permit otherwise by visual. The latter is desirable if bogey is at a great range or is obviously passing well clear. The procedure set forth in the USF 10 (Radar Doctrine) and Fighter Director Doctrine, Annex I will be followed.
- (c) After the Fighter Directors have announced a "Raid" and broadcast the information to all ships if it is decided that that raid should be disregarded or "washed out" for any reason that information should be broadcast so that all ships of the force are kept informed of the status of all raids.

1180. Movement Reports.

Make Departure and essential Arrival Reports to local radio station, station ship, or shore signal station while within ten (10) miles of harbors or bases by one of the following means:

- (a) Radio; low power, on a local circuit, the harbor frequency if there is one. (FUN/FUTI (NJT)) uses 355 and (P) 2716 (S) 2670).
- (b) Visual.
- (c) Dispatch Boat.

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan)
-----1180. Movement Reports - Continued.

- (d) Report should be lowest precedence consistent with the importance of the movement. It may be O.P. if considered essential, see 2100 (b) (2) below.

2100. Radio Discipline.

- (a) Flag Commanding and Communication Officers MUST NOT construe the initial breach of radio silence as license to transmit freely. The GALVANIC operation will be a continuous, protracted one in which the need for radio silence will be as great at the end as at the beginning. The condition of radio silence broken for any phase of the operation must be immediately and strictly reimposed as soon as the essential need for communication is satisfied. Only that traffic demanded by the phase in progress can be permitted and it must NOT endanger the forces which are NOT concerned with that phase.
- (b) Assignment of precedence must be in keeping with the true importance of each dispatch.
- (1) URGENT may only be used for enemy contacts or for serious emergencies equivalent to those for which the radio silence might be broken.
- (2) OPERATIONAL PRIORITY may only be used for traffic vital to the operation in progress. It may NOT be used for administrative traffic.

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- No. CEN 1-43 (Annex A - Communication Plan.)

2100. Radio Discipline - Continued.

(c) Administrative and logistic traffic must be transmitted on the proper circuits. Make maximum use of mailgrams, message drop and dispatch boats. Voice circuits must not be overloaded.. Responsible commanders MUST enforce Voice circuit discipline, this includes TBS!!

2120. Radio Silence.

(a) In general.

While enroute to final objectives Maintain Strict Radio silence on frequencies below 50 mcs. until convinced that unit has been located by the enemy. Thereafter break radio silence only in case of emergency unless in contact with the enemy. While in contact with the enemy use radio as tactically required.

During training exercises and rehearsals of landing operations in gear areas, the Officer Conducting the Exercise (OCX) may relax radio restrictions in day-time to accomplish necessary training. If not used during training, all channels required by projected operations should be tested at least once during the middle of the day to insure operation and determine that no interference will impede combat communications. Use lowest power practicable.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan.)

2120. Radio Silence - Continued.

(b) In particular

(1) Surface Units, Carrier Aircraft and Embarked Troops
at sea approaching final objectives.

(a) Absolute radio silence below 50 mcs. except
for serious emergencies or enemy contacts.

(b) Minimum use of VHF, consistent with require-
ments of Emergency Tactics, Fighter Directions,
and Air Warnings.

(c) Absolutely NO testing or tuning of ship's
transmitters, aircraft or portable equipment.

(d) Carriers and their aircraft must adhere to
the foregoing. Before breaking radio silence
the pilot of each plane must decide whether
the information he has to transmit is important
enough to outweigh the fact that by so doing
the presence of the whole force may be revealed.
Special pains must be taken to insure that air-
craft equipment is so sealed that involuntary
transmissions are impossible.

(2) Long Range Search and Reconnaissance Aircraft, Shore
Based, should maintain radio silence except under the
following conditions:

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan.)
-----2120. Radio Silence - Continued.

- (a) Contact and amplifying reports
 - (b) Emergency traffic involving operational safety of the aircraft.
 - (c) Rescue work.
 - (d) As Directed by the parent base for operational purposes.
- (3) Strike and Bombardment aircraft may break Radio Silence at discretion after their objective is reached in order to transmit appropriate operational information and in case of failure to reach objective.
- (c) Aircraft Group and Squadron Commanders must enforce rigid circuit discipline on all aircraft voice circuits.

2130. Radar Silence.

- (a) No condition of Radar Silence is prescribed for surface search (SG), Fire Control or other Microwaves type radars such as SM or SL.
- (b) All conditions of Radar Silence are removed when in contact with the enemy.
- (c) Commanders of forces, groups or units operating independently will keep at least one air search type radar in operation within their force, group or unit in the daytime; and at night if in the area of operations. As many more as are deemed necessary may be used. They may, however, prescribe radar

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan.)
-----2130. Radar Silence. Continued.

silence with search radars while approaching enemy territory for surprise attacks or landing operations if they consider it SAFE TO DO SO. In this connection the enemy is known to have search type radars on NAURU, OCEAN, TARAWA, and MAKIN ISLANDS, and recent reports indicate that the enemy has equipment by means of which he can take bearings on search type radars of the SC, SK type.

(d) No condition of radar silence is prescribed for shore based radars.

2131. The O.T.C. present will assign Radar Guard and Fighter Director ships by dispatch, General Signal or by designations of stations in Cruising Disposition Plans.

2160. (a) While in port in Rear Areas or at Staging Points calibrate radio transmitters on such frequencies as will be required by the Radio Frequency Plan, Appendix I. During calibration antennas will be tuned using lowest power and ^{at} midday. After leaving port all TUNING or TESTING is FORBIDDEN. Commanders must enforce this restriction rigorously not only with regard to ship-board transmitters but also for aircraft and portable equipment.

(b) All ships shall immediately test and remove all electric razors or other equipment which radiates. Guard against escape of radiations from frequency meters.

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan.)
-----2200. Radio Frequency Plan.

(a) Appendix I contains the Master Radio Frequency Plan for the entire operation. It is intended for reference by communication personnel.

(b) The Communication Plan may become effective before the Radio Frequency Plan does, since forces, groups or units may still be at bases or in rear areas after other units have departed. Unless otherwise directed the Radio Frequency Plan will become effective in the following ways:

- (1) Upon getting underway from final staging points.
- (2) Upon order of individual Force, Group or Unit Commander.
- (3) Upon order of Comcenpacfor.

(c) TBS

Primary L-2 Crystal 65.74 mcs.

Secondary L-4 Crystal 72.50 mcs.

- (1) All ships will set transmitters and antennas on Primary when this plan goes into effect. All ships have been directed by CinCPac to draw all "A Series" crystals. Any which do not have them inform own Task Force Commander immediately after forming.
- (2) Except for Carriers and standby Fighter Director Ships in Carrier Task Groups the second TBS on ships which have two will be set on the Primary Frequency for use as a standby in case of battle damage.

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OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan.)

2200. Radio Frequency Plan - Continued,

- (3) The Secondary channel - 72.5 mcs - may be used in Carrier Task Groups as a standby frequency for use between Fighter Director ships. As such it is NOT a rural "party line" for exchange of gossip but an EMERGENCY channel.
- (d) COMCENPACFOR (CTF 51) will listen on 2698 kcs. from sunset to sunrise to provide an emergency channel on which Task Force Commanders may reach him if atmospheric conditions and separation of forces are such that communication on 4295 kcs. becomes unreliable or inadvisable.
- (e) The selection of the proper frequency to use is an important duty of officers supervising communications. By the use of the lowest frequency and power which will provide communications, determined by close study of propagation tables, it is possible to have reasonably secure communication by radio which enemy listening stations at a distance cannot hear.
- (f) Task Organization Frequencies.
- (1) Consult the Frequency table of Task Group Frequencies (Table 3, Part II Appendix One) to determine frequencies to be guarded by each Task Group, when a Task Force is organized so that it requires such frequencies. This table makes no provision for Task Units. If Task Units require frequencies the unused columns of the Table may be used to determine task unit frequencies as follows:

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OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan.)

2200. Radio Frequency Plan - Continued.

Task Force 50 Column t (TF 57) (Since these
 Task Force 51 Column s (TF 59) (will require
 Task Force 52 Column v (TF 55) (no Task Group
 Task Force 53 Column u (TF 56) (Frequencies.

- (2) In order to avoid interference Task Force 50 should use
 column t (TF 57) for Task Groups and Column q (TF 50)
 for Task Units.

2213. Area Frequency.

- (a) When in SOPAC harbors the SOPAC harbor frequencies are 355 kcs.
 and 2562. These will be guarded by ships in accordance with
 Article 1341, PacSupp.

- (b) CENPAC Harbor frequency will be 355 and (P) 2716 (S) 2670.

FUNAFUTI will guard.

2214. Primary Fox Schedules.

- (a) All ships guard NPM Fox. Guard ship assignment for small
 ships will be arranged by Subordinate Commanders.
 and Detached Task Unit
 (b) Cincpac "JUMP" broadcast. All major task group/commanders
 and island based radio stations, including advanced base
 radio stations, guard "JUMP" continuously.

2217. Aircraft Frequencies.

- (a) Aircraft Frequencies are tabulated in basic radio frequency
 plan, Appendix I.

2213. Area Frequency.

- (a) When in SOPAC harbors the SOPAC harbor frequencies are 355 kcs.
 and 2562. These will be guarded by ships in accordance with

OPERATION PLAN.

No. CEN 1-43 (Annex A - Communication Plan.)

2217. Aircraft Frequencies. - Continued.

(b) YE/YG identification letters and modulation frequencies

effective for GALVANIC operation are as follows:

(1) <u>Ship or Shore Station</u>	<u>Identification Letters</u>	<u>Modulation Frequencies</u>
SARATOGA (CV 3)	BC	560 kcs.
ENTERPRISE (CV6)	CO	575
ESSEX (CV9)	QC	590
YORKTOWN (CV 10)	OP	605
LEXINGTON (CV 16)	PQ	665
BUNKER HILL (CV 17)	BJ	620
INDEPENDENCE (CVL 22)	XY	635
PRINCETON (CVL 23)	YZ	650
BELLEAU WOOD (CVL 24)	ZB	660
COMPENS (CVL 25)	CB	680
MONTEREY (CVL 26)	JB	695
NASSAU (CVE 16)	OC	600
BARNES (CVE 20)	PJ	625
SANGAMON (CVE 26)	QO	675
SUWANNEE (CVE 27)	XQ	725
CHENANGO (CVE 28)	YJ	755
LISCOME BAY (CVE 56)	BB	640
CORAL SEA (CVE 57)	ZC	740
CORREGIDOR (CVE 58)	PB	770

OPERATION PLANNo. GEN 1-43 (Annex A - Communication Plan.)
-----2217. Aircraft Frequencies - Continued.

NOTE: Section identification letters in accordance key list in effective CSP 1270.

- (2) Following are bases already in operation; their identification letters and frequencies will not change:

<u>Ship or Shore Station</u>	<u>Identification Letters</u>	<u>Modulation Frequencies</u>
FUNAFUTI	QO	545 kcs.
ESPIRITU SANTO	BP	545
NANDI	YG being installed, no further information.	
MIDWAY	ZL	570
TONTOUTA	CJ	545
PALMYRA	JY	545
UPOLU, SAMOAN IS.	JQ	545
GUADALCANAL	CZ	545
EFATE	JO	545
NANOMEA	XO	545
TARAVA	OB	545
MAKIN	JC	575
APAMAMA	QB	575
BAKER	XJ	545

- (3) The following notes are offered in explanation and amplification:

- (a) Because so many ships and stations are involved, it is considered impracticable to provide any alternate letters of frequencies.

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan.)
-----2217. Aircraft Frequencies - Continued.

(3) (b) Ships and nearby islands were given different frequencies to avoid interference.

(c) Frequencies were assigned in the lower end of the band to permit the best performance of ships' ZB/DM equipment for homing lost planes. ZB/DM does not operate satisfactorily in the upper end of the modulation band.

(c) Air cover supplied surface units not in company with carriers will guard one of the following channels, depending upon the type of the plane or the base from which it comes.

(1) Fighter Cover

VHF Common Channel	3235 kcs.
Combat Air Patrol HF	6155 kcs.
Air Support Freq. (for VF equipped with 3 ATA/ARA)	140.58 mcs.

(2) Carrier based VSB or VTB

Air support frequency	3235 kcs.
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(3) Anti-submarine patrols or carrier air-planes especially assigned to Air Cover Mission before takeoff (except fighters).

Air Warning Frequency	3355 kcs.
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(4) Shore Based Patrol Planes or Bombers

Air Search and Recon., HF	6510 kcs.
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OPERATION PLAN

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2217. Aircraft Frequencies. - Continued.

- (5) Anti-submarine patrols or carrier airplanes especially assigned to Air Cover Mission before takeoff (except Fighters).

Air Warning Frequency

3355 kcs.

2218. Emergency or Special Communications.

(a) Lost plane procedure

- (1) For Carrier and other ship-based aircraft the lost plane procedure given in pages 27 to 29, USF 77 (A) will be effective. (This is identical with pages 20 to 23 Carrier Cruising Instructions, PacFlt Confidential letter 1 CL-43.) The O.T.C. of each separate Force or Group must decide whether or not the tactical situation permits relaxation of radio silence to home lost planes. The two radio conditions, Able and Baker, are described in the references above. Requests or orders relating to these conditions should be made by means of the signal "King Sopus" (page 44 h GSB) with appropriate governing flags and designators, as "Int King Sopus Desig Baker" either by flag hoist or TBS.
- (2) Lost plane procedure for shore-based aircraft or at Bases under command of Comaircenpac will be issued separately by Comaircenpac.

OPERATION PLAN

No. Cen 1-43 (Annex A - Communication Plan)

2218. Emergency or Special Communications. - Continued.

(b) "Crash" Rescue Communications.

(1) Submarines assigned aircraft rescue missions have been assigned the voice call "LIFEGUARD". This call will be used to announce crashes by pilots being forced down or observing crashes, and the information, sent preferably by VOICE, should be transmitted TWICE.

(2) The information of the Crash should

(a) Give POSITION in terms of Bearing and Distance from the Target; or give geographical position.

(b) Give NO indication of the method by which the rescue is to be accomplished.

(3) The submarines designated will guard the frequency assigned the Air Striking Group.

(a) For Shore Based Air Strike and Bombardment 6210 kcs.

(b) For Carrier Search Planes 6835 kcs.

(c) For VSB or VTB Support Aircraft at Kourbash, Longsuit, or Boxcloth 3235 kcs.

(d) Submarines cannot guard Fighter VHF. Parent ships, Air Support Commanders, or other craft in the air must be prepared to relay "Lifeguard" messages to the submarines on the frequency which the submarine is guarding.

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OPERATION PLAN

No. Cen 1-43 (Annex A - Communication Plan.)

2218. Emergency or Special Communications. - Continued.

(e) Commanders ordering Air Strikes are responsible for getting information to submarines regarding frequencies to be guarded if a departure from those assigned above is required.

(4) Amplifying reports should be sent whenever possible giving additional information, such as the sighting of plane crews in rubber boats.

(c) Special Communications, ship to shore.

In the event radio silence must be broken to send traffic to other stations, or to the Force Commander, three procedures are prescribed, which should be used according to the circumstances existing:

(1) If the presence of OMI task force is unknown, or believed to be unknown, to the enemy and aircraft are available the message should be flown to the nearest Attack Force area where it will be delivered by VHF, the Warning Net (3355), the Air Support Frequency (3235), Flashing Light and/or Message drop for transmission to a shore station on the Ship to Shore Frequency (4235 kcs.) by a unit which has been discovered by the enemy (Commander Attack Force). The message should be "Codressed" if reencyphermment by Cinopac will be necessary.

OPERATION PLANNo. Cen 1-43 (Annex A - Communication Plan.)
-----2218. Emergency or Special Communications. - Continued.

If the O.N force is undiscovered, but it is impossible to forward the message by air to one of the Attack Force Commanders for transmission, or if the necessity arises before reaching attack objectives - a necessity which is VITAL - a second system is available.

Task Force commanders, and commanders of Task Groups 50.2 and 50.3 have been designated as special holders of Crypto Channels 105 and 108. Traffic in these channels shall be "Codressed" and sent on the ship-shore frequency, (4235 kcs. series) using an indefinite call sign. Establish communication by calling NQO (Any U.S. Naval Shore Radio Station).

- (2) If the presence of own task force has been discovered, or is thought to have been disclosed to the enemy, the Pacific Fleet Task Force Commanders' circuit (4205 kc series - primary; 4295 kc series - secondary) or the normal ship-shore channel (4235 kc. series) shall be used with normal crypto-channels with indefinite call signs. The 4295 kc series will be guarded by Cincpac or Radio Honolulu during the period of these operations in addition to the 4205 series.

OPERATION PLAN

No. Cen 1-43 (Annex A - Communication Plan)

2218. Emergency or Special Communications. - Continued.

(d) Communication with Fleet Oilers

(1) Normal schedules and areas for Fleet Oilers are to be found in Annex H to Operation Plan Cen 1-43. If it becomes necessary to depart from these instructions messages may be sent by one of the means above to Cincpac for delivery by NPM Fox.

Oilers should guard radio frequencies in the following order of preference to the extent permitted by limitations of personnel and equipment.

NPM Fox	<u>MANDATORY</u>
TBS	65.74
Warning Net	3355 kcs.
Ship-Shore	4235 kcs. series
Task Force Common of Force being fueled	

The following temporary call signs have been assigned the meanings shown:

Z1Y)
 Z2E } Fleet Oilers on Station, GALVANIC
 Z9X)
 Z3S, Z8S: Fleet Oilers supporting Comcar order

2310. Avoiding Interference.

(a) Strong enemy interference may be expected on all circuits.

This has not been very successful previously in disrupting our communications when our operators have not become panicky. In any case, simply to shift frequency is not enough and also tells the enemy that his jamming is successful. If enemy interference becomes so effective

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan.)

2310. Avoiding Interference. - Continued.

(a) that it is IMPOSSIBLE to copy through it, the following steps may be taken:

- (1) If adequate equipment is available, ships and bases will keep a transmitter and receiver on both Primary and Secondary frequencies of important circuits, split-phonng the watch. Then when jamming is actually experienced both Primary and Secondary will be keyed simultaneously.
- (2) If only a single transmitter or receiver is available there is danger that the signal from the officer controlling the circuit to shift to the Secondary frequency may be missed. In such cases each station should shift to the Secondary every minute of the hour which is divisible by five and listen on the Secondary for 45 seconds. When it has been determined that the Secondary frequency is being used, shift your transmitter to that frequency.
- (3) Send traffic on fixed point-to-point circuit of ship-to-shore series for delivery by WPM Fox or JLP if tactical situation permits.

OPERATION PLANNo. Cen 1-43 (ANNEX A - Communication Plan.)
-----2400. Authenticators.

(a) In general, follow the instructions in Article 351, USF 70 (A), that is:

".....authenticators shall be used by transmitting stations:

- (1) When there is suspicion or evidence of enemy deception on the circuit.
- (2) Upon request of a ship or station who suspects deception.
- (3) Upon first making contact when establishing communications or entering a circuit for the first time." Avoid authenticated replies based on "R" or "K" as text; add a comprosig to provide text, such as "QSA5".

(b) On Voice Circuits use Message Authenticators only. On CW Circuit the procedure set forth in CSPM 409 should be followed using Q PA to mean, "Authentication Challenge is _____".

QKA to mean, "Authentication of this message is _____".

QLA to mean, "Authenticate your message".

See CSPM 409 and CSP 1286.

(c) All plain language dispatches, contact and amplifying reports, dispatch orders, or directives MUST be authenticated. The enemy may try to deceive, it is therefore essential that authentication be checked carefully.

2420. The following authenticator systems will be used:

(See also Cryptographic Annex, Appendix VI).

(a) Ships and Bases, Division HQ Ashore LST & LCI(L)

1. Effective edition, CSP 1286.

OPERATION PLANNo. Cen 1-43 (ANNEX A - Communication Plan.)

2420. The following authenticator systems will be used - Continued.

(b) Carrier Aircraft.

1. Authentication Word System (Primary).
2. CSP 1270 (Secondary) if available.

(c) Shore based aircraft and air bases.

1. Effective edition CSP 1270.

(d) Landing Parties, Small Landing Craft.

Assault troops, Shore Fire Control, Air Liaison Parties.

- (1) Authentication Word System (Primary)
- (2) CSP 1286, if available, (Secondary)

2423. Authenticator Word Systems.

- (a) The authenticator, sent at the end of the transmission, and just before \overline{AR} or \overline{K} ("Out" or "Over") will consist of three letters or characters; separated from the body of the message by the prosign "QKA" (CW only).

- (1) The first two characters are any two alternate letters taken from the authenticator word for the day (see below).
- (2) The last letter or character is any one of the first three letters or characters in the FIRST group of the text. (The text of the message is that part of it that lies between the "Break" signs, \overline{BT} .)

OPERATION PLANNo. COM 1-43 (ANNEX A - Communication Plan.)
-----2423. Authenticator Word Systems. - Continued.

(b) Example:

Suppose the authenticator word for the day is TRIDE T and the message is:

1KR V 7EF BT TROZ HLEX BT - 1029 Z QKA RDT - K

(RDR or RDQ are also correct);

or by voice -

"Hello War Eagle this is Lone Pine Break Attack

Completed Break Easy Tare Able Over."

- (c) Authenticator words change at ~~0000~~ GCT daily. Note that this differs from SOPAC procedure. Dates are GCT date, since the GALVANIC operation will use Zone Zero time. Attention is invited to the fact that SOPAC will use the same authenticator words for the period of the GALVANIC operation as will Central Pacific Forces. The words are tabulated in the Cryptographic Appendix.

2500. Radio Call Signs:

- (a) A call list, Appendix II, is included containing all special calls.
- (b) Regular calls taken from either part of the Navy Call Sign book will be enciphered as directed in effective publications.
- (c) The usual exemptions of Par. 2510 (b) of USF 70 (a) apply.
- (d) Combat Calls CM.

(1) Temporary calls for use on Air Support and Shore

Fire Control circuits are tabulated in the Call List.

OPERATION PLANNo. Con 1-43 (ANNEX A - Communication Plan.)
-----2500. Radio Call Signs.- Continued.

- (2) Temporary, COMBAT CALLS have been assigned, and are in the Call List. They are for Tactical use by ships or units in company to save time. They will NOT be enciphered. They must not be used for administrative traffic nor on non-tactical circuits because on one outside the GALVANIC knows what they mean.

2540. Fighter Director Ship and Combat Control Call Signs.

(a) Fighter director ship color designations:

- (1) Because of the large number of fighter director ships or stations the table of basic color designations for fighter directors has been enlarged as follows:

Red	Blue	Green	Scarlet	Shanghai
Roho	Cobalt	Olive	Maroon	Hankow
Ruby	Sapphire	Emerald	Cardinal	Chungking
Yellow	Silver	Brown	Purple	
Golden	Monel	Mulatto	Lavender	
Topaz	Lundr	Hohogany	Violet	
Orange	Copper	Lava	Eagle	
Lemon	Bronze	Coral	Condor	
Apricot	Brass	Sand	Buzzard	

Note: The ship to which these are assigned are listed in the Call List Appendix II.

OPERATION PLAN

No. Con 1-43 (ANNEX A - Communication Plan.)

2540. Fighter Director Ship and Combat Control Call Signs - Continued.(2) Air Liaison Fighter Director Designations.

(a) Tables are supplied in the Call Sign Appendix giving a summary of the aircraft and Air Liaison Calls, prepared from Task Organizations.

(b) For Amphibious Operations the Fighter Director will be in a surface ship initially in communication with the Support Aircraft Commander by voice radio.

For further information (See Air Support Plan, Appendix III.)

2550. Calls for Voice Circuits.

(a) Voice calls are included in the Call List, Appendix II.

(b) In order to avoid conflict with Appendix I of "PacSupp" and with COMSOPAC Communication Plan now effective, the Impromptu Voice Calls in the Call Sign Appendix have been composed of place names and other proper nouns which were phonetically suitable. Radio telephone operators should be trained to speak voice calls slowly and distinctly.

(c) Submarines assigned aircraft rescue missions have been assigned the voice call "LIFEGUARD". This call will be used to announce crashes by pilots about to crash or observing crashes.

(d) The submarines designated will guard the frequency assigned the Air Striking Group.

(1) For Shore Based Air Strike and Bombardment

6210 kcs.

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No. Con 1-43 (ANNEX A - Communication Plan.)

2550. Calls for Voice Circuits. - Continued.

(2) For Carrier Search Planes. 6835 kcs.

(3) For VSB or VTB Support Aircraft at KOURBASH,
LONGSUIT, or BOXCLOTH. 3235 kcs.

(4) Submarines cannot guard Fighter VHF. Parent ships, Air Support Commanders, or other craft in the air must be prepared to relay "LIFEGUARD" messages to the submarines on the frequencies which the submarine is guarding.

(5) Commanders ordering Air Strikes are responsible for getting information to submarines regarding frequencies to be guarded if a departure from those assigned above is required.

(c) Amplifying reports should be sent whenever possible giving additional information, such as the sighting of plane crews in rubber boats.

2570. Temporary "Z" Calls assigned are listed in the Call List Appendix.

Usually they will not be encyphered.

3000. Visual.

3110. Semaphore will be the primary way of sending visual dispatches. All ships will use 24 inch semaphore flags. The 24 inch searchlights will never be used unless there is no other visual means of communication available. Carriers should use #3 signal flags.

3120. Except for essential Recognition Signals absolute visual silence will be maintained from one half hour after sunset until one half hour before

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OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan.)

3120. - Continued.

sunrise. Use red filters and conical adapters on searchlights. Should TBS fail at night, use blinker gun in EMERGENCY with minimum aperture and screen lens. Use binoculars to receive.

3150. Night cruising orders must be issued early enough so that searchlights will never have to be used during dusk.

3400. Special Visual Signals.

3411. This paragraph effective. Screen ships will indicate aircraft and submarines by flashing "V" or "S".

3420. The Amphibious Force Panel and Pyrotechnic Code is to be found in the Cryptographic Instructions, Appendix VI.

4000. Other Systems.

- (a) Make maximum practical use of dispatch boats and message drops.
- (b) Amphibious groups and shore parties will send administrative or logistic traffic and long messages not requiring immediate action, "CODESSED" in plain language, out to transports or station ships for encyphermant and transmission. Experience has demonstrated that such an arrangement results in an overall saving of time.

5000. Recognition.

5210. General.

- (a) MTB and Landing Craft larger than LCT(5) or small boats hold Minor War Vessel Recognition Signals.
- (b) LCT(5) and small Landing Craft will answer challenge of other vessels by FULL sweep of a light with a RED color lens as follows:

OPERATION PLANNo. Cen 1-43 (ANNEX A - Communication Plan.)
-----5210. General - Continued.

EVEN DAYS - Sweep light VERTICALLY once each way,
up and down, First sweep may be in
either direction.

ODD DAYS - Sweep light HORIZONTALLY in similar
fashion. This procedure is also
standard in SOPAC.

REMEMBER GALVANIC USES GCT TIME!

- (c) Commander Transports supply LAK and XAP with extracts of
Recognition Signals for Major War Vessels.
- (d) Merchantmen do not hold Men-of-War Recognition Signals.
- (e) Standard Aircraft approach Doctrine - Ellice Island Bases.
- (1) FUNAFUTI:

- (a) Approach Point Matafanua, southern tip of
FUNAFUTI Island, on bearing from the point
of 135°, 225°, or 315° True on any day.

NEVER APPROACH FUNAFUTI ATOLL FROM THE NORTH.

- (b) ODD DAYS GCT - When challenged by Z's with signal
light, or by RED light, circle to right 360° and
dip right wing twice after completing circle.
If in formation, leader will leave formation and
execute the procedure. Recognition signal will
be the letter "F" transmitted with a signal
light, or a GREEN light.

OPERATION PLAN

No. Con 1-43 (ANNEX A - Communication Plan.)

5210. General - Continued.

(c) EVEN DAYS GCT - Circle to the left and dip

LEFT wing Twice.

NEVER APPROACH OUT OF SUN OR SUN QUADRANT, ESPECIALLY
WHEN SUN IS LOW

- (2) NUKUFETAU: Recognition station southeast point of
Motulalo, the largest island in southeastern corner of atoll.
Approaches will be made in courses 045, 225, or 315, True
on any day. Comply with standard recognition procedure.
Upon being recognized proceed directly to landing area.
The island will not be approached from the northwest
quadrant.
- (3) NANUMEA: Recognition station southeast point of atoll.
Approaches will be made on courses 045, 225, or 315 True.
on any day. Comply with standard recognition procedure.
Upon being recognized proceed directly to landing area.
The island will not be approached from the northwest
quadrant.

5231. Aircraft Approach and Recognition Doctrine.

Follow procedure laid down in USF 70 (A) but above all -

TURN ON IFF AND KEEP IT ON!

- (1) IFF is the Primary means of recognition of all aircraft
and MUST be kept turned on except when within 25 miles of
an enemy air base on an attack mission.
This requirement to keep IFF on, applies also to transport
planes flying the regular airways between bases.

OPERATION ORDER

No. Con 1-43 (ANNEX A - Communication Plan.)

5231. Aircraft Approach and Recognition Doctrine. - Continued.

Planes which do not show IFF had better approach carefully because this force will shoot at any unidentified airplane with every gun which can be brought to bear.

(2) Aircraft signal light and the effective SP

Recognition Signals are Secondary means of aircraft identification.

(3) Remember to:

(a) Test IFF before flight, make sure it is working.

(b) Turn it on and keep it on.

(4) Officer making Radar Guard assignments must keep in mind that Type SC-2 Radars using RED band will trigger our Mark III IFF.

5320. EMERGENCY Identification.

Surface Vessels, Aircraft and Submarines.

(a) Use effective systems.

(b) IFF policy.

(1) For Aircraft: "TURN IT ON and KEEP IT ON".

a. All planes in the air shall have IFF in operation continuously.

b. IFF codes assigned as follows:

Code ONE - Search and Attack Groups.

OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan.)

5320. EMERGENCY Identification. - Continued.

Code TWO - Inner, Intermediate, Outer
Air Patrols, Surface Ships.

Code FOUR - Any plane making contact with,
or shadowing enemy craft,
surface or aircraft.

Code FIVE - Combat Air Patrol

EMERGENCY selection, all planes when:

(1) Being forced down, or seeing another
forced down.

(2) Being fired on by own forces.

c. IFF detonators must be installed in all
planes which may fly over land areas held
by the enemy.

d. Ships should not operate Interrogators
continuously, but only when challenging.

(2) For Ships

a. Comments.

(1) In any one formation of ships only
that ship detailed as Radar Guard
ship need be assigned responsibility
of employing IFF. Only one BL equip-
ment need be turned on at any one time.
If that BL is working properly it shows
distinctive trace on radar screen.

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan.)
-----5320. EMERGENCY Identification. - Continued.

If BL is not working properly, this fact should be reported immediately to O.T.C., so that new guardship assignment can be made.

- (2) In any one formation of ships, at least two BK equipments should be turned on as soon as a contact is made, in order to insure that our own formation is identifying itself to a friendly contact. This is necessary because it is impossible for the radar guardship to determine whether or not his own BK is working properly (re-transmitting a received pulse from friendly contact).

The second ship's BK should be so located from the radar guardship that there is a definite range differential between the two BK's, in the direction of the friendly contact. If the range differential is greater than the minimum receivable range for IFF indication, the radar guardship will then receive IFF from this second BK and thus will be certain that our own formation is identifying itself to a friendly contact.

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan.)

5320. EMERGENCY Identification. - Continued.

- (3) In order to permit interpretation of IFF indication on radar screen, not more than two BK equipments should be turned on at any one time in any one formation. If more than two BK equipments are turned on at a particular time, the radar screen of the challenging station will be difficult, if not impossible, to interpret because the IFF pattern may be distorted beyond recognition or changed to show an incorrect signal. This distortion or change results from BK equipments not operating in synchronism with each other. Thus, one BK may be sending a correctly coded signal when a second BK begins a correctly coded signal and the challenging radar screen shows an incorrect IFF signal. If the number of BK equipments turned on at any one time is limited to two, it will permit IFF indications to be interpreted properly and will facilitate positive identification of friendly contacts.

OPERATION PLANNo. CEN 1-43 (Annex A - Communication Plan.)
-----5320. EMERGENCY Identification. - Continued.

- (4) Simple radar exercises should be conducted whenever possible each day at sea in order to check operation of all BL/BK equipments in formation. In order to afford opportunity to see IFF working on radar screen. These exercises can be modified so that any combination of BL/BK employment can be seen on radar screen.
- (5) One point not indicated in any instruction book is that the width of IFF indication on radar screens varies with range scale in use. The shorter range scale shows broader IFF indication. This fact indicates need for caution in interpreting IFF.

b. Employment.

- (1) Radar Guardship(s) keep IFF equipment in standby condition; that is, BK and BL equipment warmed up and ready to operate instantly when required. Make effective use of ships equipped with directional BL for challenging unidentified radar contacts.
- (2) In each formation designate a Radar Guard Ship, usually a capital ship, and two or four sector "BK Marker" ships in the screen (see 3 Below).

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan.)
-----5320. EMERGENCY Identification. - Continued.

(3) "BK Marker" ships should be chosen as follows:

(a) Circular Screen

One DD in each quadrant - relative to axis.

(b) Partial Screen

One DD on each bow - relative to axis

or course.

(4) "BK Marker" ships keep BK warmed up, ready to turn on.

(5) When a CONTACT is made Radar Guard ship must:

(a) TURN ON BK/BL

(b) Broadcast by TBS or Flag Hoist in usual

manner, adding instructions to proper

"BK Marker" ship to turn on BK, as by

saying -

"Small surface 158 6 Bojangles Floodlights"

and the "BK Marker" ship whose voice call is

"Bojangles" will turn on BK.

(c) "BK Marker" ship chosen to turn on BK should

be in same quadrant as contact if there are four(4) BK Marker ships and in opposite quadrant

if contact is astern and there are only two (2)

"BK Markers", (that is, if there is no BK

Marker in the quadrant of the contact).

(6) Any ship, which by reason of its position might not be recognized as friendly will turn on its BK. This applies to any ship required to leave the formation.

OPERATION PLAN

No. CEN 1-43 (Annex A - Communication Plan.)
-----5320. EMERGENCY Identification. - Continued.

(c) Mark III IFF equipment on ship and aircraft will be fitted with destructors when operating in the vicinity of enemy territory where capture or salvage is possible.

(d) The temporary general signal "CHARLE DOG UNCLE 1" has been assigned the meaning "TURN ON IFF".

5332. Do NOT turn on Vertical Fighting Lights unless ordered by O.T.C.

6000. Codes and Cyphers.

6100. A Cryptographic Manual is supplied as Appendix VI to this plan.

The General Instructions of this section of USF 70 (A) are effective where they do not conflict with Cryptographic Manual.

6300. Temporary signals or additional code groups have been printed in such form in the Cryptographic Manual that they can be inserted.

7000. Communication Intelligence.

Communication Intelligence will be directed and signalled by the O.T.C.

7340. Radar Search.

Radar Guardships and Radar Search assignments will be signalled by the O.T.C.

7500. Radio Intelligence and Interference will be directed by COMCENTPACFOR.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I
Radio Frequency Plan.

APPENDIX I

Radio Frequency Plan

Part I. Frequency Diagrams and Tables

Tables

1. Major Channels
2. Surface Force; Carrier Air (Table I continued)
3. Task Groups
4. Air Warning
5. Northern Amphibious Force Plan
6. Southern Amphibious Force Plan
7. Shore Fire Control - See Appendix IV
8. Air Support - See Appendix III
9. Landing Force frequencies
10. Shore Based Air
- 10a. Fixed Aeronautical, AACS
11. Battleship and Cruiser Aircraft Spotting
12. Fixed Circuits

Part II. Cincpac Frequency Assignments, GALVANIC (Limited distribution)

1. This Appendix is ~~SECRET~~ and must not be carried in aircraft on combat missions nor taken ashore by Landing Parties.
2. The Communication Plan as a whole, or in part, may become effective before the radio frequency plan does, since forces, groups, or units may still be at bases or in rear areas after other units have departed. Unless otherwise directed, the Radio Frequency Plan will become effective in the following ways:
 - (a) Upon getting underway from final staging points
 - (b) Upon order of individual Force, Group, or Unit Commander
 - (c) Upon order of Comcenpacfor.

SECRET
OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I
Radio Frequency Plan.

T A B L E S

Legend

C	Controls Net
D	Day
E	Emergency Only
K	If and as Required
L	Listen, Transmit when Necessary
N	Night
P	Projected
Q	As desired, if equipment is available and <u>no</u> hardship to Personnel will result
R	Receiver Only
X	Transmit and Receive

TABLE I

Note: Reference numbers along left margin which are underlined correspond to those in space marked "Cincpac Channel". These designations will be used in the text of dispatches referring to changes of frequencies in this plan or to Annex C to Cincpac Operation Plan 13-43 which assigns frequencies for the GALVANIC operation.

- Operational only. Any subordinate commander having URGENT traffic for Comcenpacfor and all Task Force Commanders may come up on this circuit.

Radio FUNAFUTI (NJT), and TARAWA when in commission, will guard 4205 and 8410 at night and 8410 and 12615 in daytime.

Cincpac (NPM) and Comsopac (NXZ) guard both series continuously.

- Operational traffic, GALVANIC: 4295 kcs. will be guarded continuously by Task Force Commanders and Major Task Group Commanders including Commanding General ashore.

If secondary is needed Comcenpacfor will order it up and advise Cincpac.

(A) Each Task Force Commander (except 57) has two channels, primary and secondary, for use as Operational Command, and Task Force Fox. These replace Task Group Commander's Circuit.

- (B) Task Force Commander control, Task Group Commanders and Task Unit Commanders must guard. All ships guard if equipment and radiomen are available; at least one ship in each group operating together must guard and relay to others.
- (C) Any Task Force Commander who wishes may bring up S Secondary of Task Force Command Common for use as Administrative Overload Circuit.
- (D) From 0600 until 1800 GCT Comcenpacfor will listen on Commander Task Force 51 Secondary (2698 kcs.) for traffic from Task Force Commander, see par. 2200 (d) of Annex A.

SECRET
OPERATION PLAN

COMM.
A-I

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan
TABLE I - Continued.

C. (1) HF Air Warning. (V) P. 3355
(2) S. 3000

"HF Warning Net." Also guarded by aircraft assigned to A/S Patrol.

D. TBS - All Ships and Forces P. 65.74
S. 72.5

Emergency Tactical, Air Warning, VHF for Ships in Company. Carriers having two (2) TBS equipments may set second on 72.5 for emergency use as Intra-Fighter Director Channel. All other ships having two TBS keep both set on primary.

AM. Air Operational Intelligence. (CW) 4385 series

(a) Aircraft contact reports and information of immediate importance to forces at sea rebroadcast by following fixed stations:

NOUMEA	(NXZ)	GUADALCANAL	(NGK)
ESPIRITU SANTO	(NUB)	FUNAFUTI	(NJT)
PORT MORESBY	(2VA)	COMAIRCENPAC	

(b) NXZ repeats all transmissions on all Three frequencies (see 1176 Annex A).

AF. FOX Schedules NPM, HAIKU, and JUMP).

(a) Frequencies - Times GCT

NPM FOX HIGH FREQUENCIES UP AS FOLLOWS:

0300-0700	8230,	12345,	16460.
0700-0900	4115,	8230,	12345.
0900-1600	4115,	8230,	
1600-1900	4115,	8230,	12345.
1900-2200	8230,	12345,	16460
2200-0300	12345,	16460.	

HAIKU FOX.

CONTINUOUS 16.68, 9090, 14390, 17370.

JUMP FOX HIGH FREQUENCIES UP AS FOLLOWS:

0600-1800	4125,	8250,	12375.
1800-0600	8250,	12375,	16500.

ALL TRAFFIC FOR SUBMARINES WILL BE BROADCAST ON THE HAIKU FOX, WHICH SCHEDULES MAY BE INTERRUPTED FOR IMPORTANT SUBMARINE TRAFFIC.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.
TABLE I - Continued.

AF. Continued.

- (b) All ships guard NPM Fox. Small units may utilize guardships.
- (c) Task Force Commanders, Major Task Group Commanders, and Island Bases guard JUMP Fox.

The following instructions from Cincpac Communication Plan, GALVANIC, are quoted for information:

Special temporary calls (Z calls) only will be used on this broadcast until it has been determined that our forces have been discovered. Prior to such discovery the following security restrictions are prescribed for this broadcast:

- (1) Special Zebra calls assigned for traffic delivery on the JUMP broadcast shall not be used on traffic originated by units afloat or shore-based in the headings of messages (exception, Radio Honolulu).
- (2) Such traffic which is originated by units afloat or shore-based involving re-broadcast on the JUMP shall be codressed to Radio Honolulu for double heading by the latter station to the special temporary calls of the codressed addressees. (Coded text must include originator and addressees.)
- (3) Operational traffic codressed for re-broadcast to any of the assigned special zebra calls shall normally carry routine precedence together with the prescribed designating procedure signal QPE (this is an operational message) with general understanding such traffic so designated shall be accorded speed of handling not less than operational priority.

Upon discovery of our forces, the above special security limitations shall be considered as abrogated and the JUMP broadcast shall be available for re-broadcast of operational traffic without restriction as to the calls employed.

Special Zebra calls assigned for use on the JUMP broadcast are contained in Appendix II.

- (d) HAIKU Fox Broadcasts on the following schedule for such stations as can and wish to copy it.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

COMM.
A-I

TABLE I - Continued.

(d) Continued.

<u>From</u>	<u>To</u>	<u>Nature of Broadcast</u>	<u>Transmit</u>
0000	Clear	: BAMS	HAIKU FOX
0355	0400	: Rebroadcast NPG Time Signal	HAIKU FOX
0400	Clear	: Weather and Special Bulletins	HAIKU FOX
0500	Clear	: BAMS	HAIKU FOX
1000	Clear	: Weather and Special Bulletins	HAIKU FOX
1100	Clear	: Submarine Broadcast	HAIKU FOX
1300	Clear	: Submarine Broadcast	HAIKU FOX
1500	1555	: Submarine Broadcast	HAIKU FOX
1555	1600	: Rebroadcast NPG Time Signal	HAIKU FOX
1600	Clear	: Weather and Special Bulletins	HAIKU FOX
1700	Clear	: BAMS	HAIKU FOX
1955	2000	: Rebroadcast NPG Time Signal	HAIKU FOX NPM FOX
2000	Clear	: BAMS	HAIKU FOX
2200	Clear	: Weather and Special Bulletins	HAIKU FOX

2. Task Force, Group or Unit Commanders arrange for Distress Frequency (500 kcs.) guard as necessary.

AI. Carrier Fighter VHF Channels - Combat Air Patrols (CAP)

(1)	Channel #1	140.58 mcs.	Fighter Common
	Channel #2	142.02	CAP
	Channel #3	142.56	CAP
	Channel #4	142.74	CAP

(a) The Common Channel, 140.58 has several uses:

<u>AH(5)</u>	Flight Command - Air Support VF
<u>AH(7)</u>	Fighter Common - Island Bases
<u>AJ(2)</u>	VHF for Itinerant Aircraft

The Fighter Common, 140.58 is also used by fighter patrols in the air and between Fighter Directors on the ground for inter-communication.

OPERATION PLANNo. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.
-----TABLE I - Continued.

2. AI. Continued.

- (b) The other VHF Channels will be used by Carriers for Combat Air Patrol Channels; to be used by ships of any Carrier Group in ascending order of hull numbers.
- (c) Fighters on Combat Air Patrol at Makin use Channel #3; at Tarawa/Apemama use Channel #4.
- (d) Common HF for fighters is 6155 kcs. (AH (6) or AI (5)) to be used in case VHF fails and when furnishing air support.

OPERATION PLAN

No. Cen 1-43 ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

Comm.
A-I

Column Number	Cinopac Channel	2	CHANEL	Primary Method	Command
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
43	44	45	46	47	48
49	50	51	52	53	54
55	56	57	58	59	60
61	62	63	64	65	66
67	68	69	70	71	72
73	74	75	76	77	78
79	80	81	82	83	84
85	86	87	88	89	90
91	92	93	94	95	96
97	98	99	100	101	102
103	104	105	106	107	108
109	110	111	112	113	114
115	116	117	118	119	120
121	122	123	124	125	126
127	128	129	130	131	132
133	134	135	136	137	138
139	140	141	142	143	144
145	146	147	148	149	150
151	152	153	154	155	156
157	158	159	160	161	162
163	164	165	166	167	168
169	170	171	172	173	174
175	176	177	178	179	180
181	182	183	184	185	186
187	188	189	190	191	192
193	194	195	196	197	198
199	200	201	202	203	204
205	206	207	208	209	210
211	212	213	214	215	216
217	218	219	220	221	222
223	224	225	226	227	228
229	230	231	232	233	234
235	236	237	238	239	240
241	242	243	244	245	246
247	248	249	250	251	252
253	254	255	256	257	258
259	260	261	262	263	264
265	266	267	268	269	270
271	272	273	274	275	276
277	278	279	280	281	282
283	284	285	286	287	288
289	290	291	292	293	294
295	296	297	298	299	300
301	302	303	304	305	306
307	308	309	310	311	312
313	314	315	316	317	318
319	320	321	322	323	324
325	326	327	328	329	330
331	332	333	334	335	336
337	338	339	340	341	342
343	344	345	346	347	348
349	350	351	352	353	354
355	356	357	358	359	360
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367	368	369	370	371	372
373	374	375	376	377	378
379	380	381	382	383	384
385	386	387	388	389	390
391	392	393	394	395	396
397	398	399	400	401	402
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415	416	417	418	419	420
421	422	423	424	425	426
427	428	429	430	431	432
433	434	435	436	437	438
439	440	441	442	443	444
445	446	447	448	449	450
451	452	453	454	455	456
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463	464	465	466	467	468
469	470	471	472	473	474
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499	500	501	502	503	504
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517	518	519	520	521	522
523	524	525	526	527	528
529	530	531	532	533	534
535	536	537	538	539	540
541	542	543	544	545	546
547	548	549	550	551	552
553	554	555	556	557	558
559	560	561	562	563	564
565	566	567	568	569	570
571	572	573	574	575	576
577	578	579	580	581	582
583	584	585	586	587	588
589	590	591	592	593	594
595	596	597	598	599	600
601	602	603	604	605	606
607	608	609	610	611	612
613	614	615	616	617	618
619	620	621	622	623	624
625	626	627	628	629	630
631	632	633	634	635	636
637	638	639	640	641	642
643	644	645	646	647	648
649	650	651	652	653	654
655	656	657	658	659	660
661	662	663	664	665	666
667	668	669	670	671	672
673	674	675	676	677	678
679	680	681	682	683	684
685	686	687	688	689	690
691	692	693	694	695	696
697	698	699	700	701	702
703	704	705	706	707	708
709	710	711	712	713	714
715	716	717	718	719	720
721	722	723	724	725	726
727	728	729	730	731	732
733	734	735	736	737	738
739	740	741	742	743	744
745	746	747	748	749	750
751	752	753	754	755	756
757	758	759	760	761	762
763	764	765	766	767	768
769	770	771	772	773	774
775	776	777	778	779	780
781	782	783	784	785	786
787	788	789	790	791	792
793	794	795	796	797	798
799	800	801	802	803	804
805	806	807	808	809	810
811	812	813	814	815	816
817	818	819	820	821	822
823	824	825	826	827	828
829	830	831	832	833	834
835	836	837	838	839	840
841	842	843	844	845	846
847	848	849	850	851	852
853	854	855	856	857	858
859	860	861	862	863	864
865	866	867	868	869	870
871	872	873	874	875	876
877	878	879	880	881	882
883	884	885	886	887	888
889	890	891	892	893	894
895	896	897	898	899	900
901	902	903	904	905	906
907	908	909	910	911	912
913	914	915	916	917	918
919	920	921	922	923	924
925	926	927	928	929	930
931	932	933	934	935	936
937	938	939	940	941	942
943	944	945	946	947	948
949	950	951	952	953	954
955	956	957	958	959	960
961	962	963	964	965	966
967	968	969	970	971	972
973	974	975	976	977	978
979	980	981	982	983	984
985	986	987	988	989	990
991	992	993	994	995	996
997	998	999	1000	1001	1002

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I
Radio Frequency Plan.

NOTES TABLE 2

(a) A list of all aircraft channels is included as Table 2(a) herewith.

(b) Support aircraft frequencies.

AH. Air Support Command.

Used by Support Aircraft Commander (SAC) at each island object to issue and receive orders regarding Support Aircraft. Links the SAC, the Carrier Supplying Support Air Air Liaison Parties. See also Table 5 or 6.

AH4. Air Ground Support. (V) 3235

Used by Air Liaison Parties (ALP) and SAC to give orders to Support Aircraft. (Other than Fighters on Support Missions).

The same frequency (3235 kcs.) is guarded by submarines assigned aircraft rescue missions - see 2218(b) of Annex A (Comm. Plan).

(c) Air Cover.

Air Cover communications are described in Annex A (Comm. Plan) par. 2217 (c).

Some Fighters have 3ATA/ARA equipments. These can guard 3235 as well as 6155.

(d) Harbor Circuits.

AR. (1) Cenpac Harbor Circuits. P. 2716
(2) S. 2670

Some harbors also guard 355.

Do not rely on Harbor Circuits being effective at island bases before consolidation phase. If in doubt use Island Base Net (Table 12).

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

TABLE 2-A

AIRCRAFT CHANNELS

AG. Shore Based Air Central Pacific.

(1)	Air Search and Reconnaissance	(CW)	3800 (Night)
(2)		(When required)	6510 (Day)
(3)			8390 (Day)
(4)			5897.5
(5)			6355
(6)			6385
(7)			6440
(8)			6475
(9)			6655
(10)			7330
(11)			7460
(12)		(Alternate for all)	8520
(13)	Air Strike and Bombardment Air to Air (V)		6210
(14)			6430
(15)			6625
(16)			7680
(17)			8170
(18)	Air Strike and Bombardment Army intra-bomb Squad.	P.	129.06 mcs.
(19)		S.	131.76 mcs.

<u>AH.</u>	(1)	Air Support Command Kourbash Group	(V)	P.	4015
	(2)	Longsuit Group		P.	3870
	(3)	Boxcloth Group (common sec.)		S.	3835
	(4)	Air Ground Support GALVANIC (VSB & VTB)	(V)		3235
	(5)	Flight Command. VHF Common			140.58 mcs.
	(6)	Fighters used for air support missions will guard,			
		in addition to VHF			6155
	(7)	Army VHF Channels guarded at Island Bases (Common)			140.58 mcs.
	(8)	(Army 522 Channels)			124.02 mcs.
	(9)	"			126.18 mcs.
	(10)	"			127.62 mcs.

AK. Crashboat.

(1)	Army	P.	4507.5
(2)		S.	4697.5
(3)	Navy		6390

AL. Airways, Air - Ground

(1)	(CW)	P.	4595
(2)		S.	8200
(3)	(V)	P.	6500
(4)		S.	4495

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

TABLE 2-A

AIRCRAFT CHANNELS

AI. Carrier Search and Combat Air Patrol

- (a) VHF Channels
- | | | |
|---------------|----------|-------------|
| (1) Channel 1 | (Common) | 140.58 mcs. |
| (2) Channel 2 | | 142.02 mcs. |
| (3) Channel 3 | | 142.56 mcs. |
| (4) Channel 4 | | 142.74 mcs. |
- (b) Combat air patrols over carriers operating together will use channels 2, 3, and 4 respectively in ascending order of hull numbers.
- (c) Combat air patrols over island objectives and over forces operating near them will use the following VHF channels:-
At MAKIN Channel 3;; At TARAWA, APEMAMA Channel 4.
- (d) (5) All combat air patrols will use, in case of failure of VHF 6155
- (e) (6) Carrier Search Planes P. 6835
(7) S. 6620
- (f) (8) Alternate Flight Command 3005

TABLE 3

COM.
A-I

TASK ORGANIZATION FREQUENCIES

TASK GROUPS	FIFTH FLEET TASK FORCES									
	(a) 1	(b) 2	(c) 3	(d) 4	(e) 5	(u) 6	(t) 7	(s) 8	(r) 9	(q) 10
(1) 1 or 11	303	402	549	352	427	328	462	432	387	513
(2) 2 or 12	560	579	308	563	533	595	566	593	489	366
(3) 3 or 13	601	436	406	521	470	459	372	587	516	410
(4) 4 or 14	346	575	573	438	319	597	416	456	408	483
(5) 5 or 15	409	474	582	397	412	452	569	589	424	343
(6) 6 or 16	331	486	322	537	525	358	384	540	510	349
(7) 7 or 17	377	507	477	339	336	492	315	529	325	391
(8) 8 or 18	543	591	419	580	557	448	546	363	466	552
(9) 9 or 19	513	366	410	483	343	349	391	552	599	303
(10) 10	387	489	516	408	424	510	325	466	577	402

- NOTES: (a) To reduce chances of duplication and interference AVOID use of task groups 9, 10 or 19.
- (b) This is a modification of Plan 3 of USF 70 (A), in which the Task Force Commanders command common automatically becomes Task Group Commanders Frequency, and Task Force Fox.
- (c) If a secondary frequency is needed use the frequency specified for the same numbered group of the next higher task force number
- (d) This table makes no provisions for Task Units. If Task Units require frequencies the unused columns of the table may be used to determine task unit frequencies as follows:
 Task Force 50 Column t (TF 57) (Since these
 Task Force 51 Column s (TF 59) (will require
 Task Force 52 Column v (TF 55) (no Task Group
 Task Force 53 Column u (TF 56) (Frequencies.
 In order to avoid interference Task Force 50 should
 use column t (TF 57) for Task Groups and Column q
 (TF 50) for Task Units.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

Column Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Cinepac Channels	C	D	AN56	AL3	4		AB		AM	AL6	7	AG1,2,3		AH1,2,3		AM5	B				
4	CIRCUIT (NET)																				
AIR WARNING (1)	HF Warning and A/S Patrol																				
Primary Method	>	>	>	>	>	>	CW	CW	CW	V/MAN	CW	>	<	CW	>	<	CW	>	>		
Command ↓	3355	65.74	140.58	6155	142.56	142.74	P 2878 s.3765	4385ser	P 6835 S 6620	(N)3860 (D)6510 (DK)8390	4015 3870 (S)3835	3235	Table 1	P 30.4 S 31.2							
TFC	X	X	L	L	K	K	Q	R	Q	Q	Q	Q	Q	Q	Q	R	X	X	X		
TGC, TUC	X	X	L	L	K	K	Q	R	Q	Q	Q	Q	Q	Q	Q	R	X	X	X		
BB, CA, CL, DD	X	X	L	L				R	Q	Q	Q					R	X	X	X		
APA, AKA	R	X						Q									X				
IST etc	G	Q														G					
ComLANFOR	X		L	L	K	K		R	Q	Q	Q				X	X	X	X	X		
Fighter Directors	L		X	X	K	K	X	R	Q	Q	Q				Q	Q	Q	Q	X		
Radar Guardships	X	X	X	X	K	K	Q	R	Q	Q	Q				R	R	R	X	Q		
Shore Bases	L	Q	X	K	K	K	X	Q	Q	X	K	K	K	K	Q	X	X	X	Q		
Air Liaison Parties	Q		X	X	K	K					K	K	K	K	K	X	Q				
BLT Ashore	K														K	K					
RCT Ashore	K										Q	Q	Q	Q	Q	Q					
SAC Comdrs.	L		X	K	K	K		Q	Q	Q	Q	Q	Q	Q	X	X	Q				
Carriers	X	X	X	X	K	K	Q	R	K	K	K	K	K	K	X	X	Q				
							(1)	This table shows air warning and air operations channels of special interest to Land and Sur-													

OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

NOTES ON TABLE FOUR

AB. Intra - Radar Gilbert Islands (V) P. 2878
(V) S. 3765

This circuit might better be called Gilbert Island Warning Net.

It is used by Island Bases to report air contacts, radar contacts, and visual contacts, broadcast warnings, and set conditions of readiness ("Condition Red", "Condition Green", etc.). It will be brought up as soon as practicable and will be permanent. It will not replace the regular surface force H.F. Warning Net, GALVANIC (3355 kcs) but will supplement the latter, and when the surface ships depart will remain as the Warning Net for the Gilbert Islands Bases.

Island Bases must guard this "Island Warning Net" (P. 2878, S.3765); Radar Guard ships should guard if possible to do so and any other command which wishes may guard it.

Information of impending raids should be broadcast on as many operational circuits as are practicable.

a b c d e f g h i j k l m n o p q r s

Column Numbers	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Circuit Numbers	B3,4	F1,4	G	H	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3	HH	AH1,3
CIRCUITS	NORTHERN ATTACK FORCE AMPHIBIOUS (see Tables 1,3)																												
Primary Method	CW	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	
FREQUENCY	P 3670 S 3105	P 3510 S 2784	Various				49.6mcs	P 4015 S 3835	3235	140.58mc	6155	142.56mc	P 30.4 S 31.2	Various				65.74	3355	P 4600 S 4800	P 33.8 S 34.8	3000	See Tab 12		Various		P 4295 S 4135	2500	See SFC Plan
Command	CTF 52	Task Grp. & Unit Cdrs.	Fire Support Ships	Transports	CVE	Screening Ships	Fighter Director	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.	Support Air Comdr.
CTF 52	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Task Grp. & Unit Cdrs.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Fire Support Ships	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Transports	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
CVE	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Screening Ships	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
Fighter Director																													
Support Air Comdr.																													
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TABLE 5-A

COMM.
A-I

OPERATION PLAN

No. Gen 1-43 (ANNEX A- Communication Plan) APPENDIX I Radio Frequency Plan

SCR. 610 Channel North Attack Force (27th Division.

1.	Inter Fighter Director	F. 30.4
2.		S. 31.2
3.	Local Commanders	F. 33.8
4.	Common Secondary for all (Ships and boats)	S. 34.8
5.	Requisite to shore	F. 32.2
6.	Revenge to shore	F. 34.2
7.	Leonard Wood	F. 37.2
8.	Neville	F. 32.6
9.	Calvert	F. 38.6
10.	Belle Grove	F. 37.6
11.	All LST's (unless otherwise directed)	F. 38.2
12.		F. 27.4
13.	Spare for Transports, may be assigned -	F. 32.4
14.	by Trandiv Com	P. 33.2
15.		P. 30.9
16.	For assignment by CTF52	P. 31.4
17.		P. 35.8
18.		S. 37.8
19.		P. 28.8
20.	For assignment by CTF53	P. 31.6
21.		P. 32.4
22.		S. 33.2
23.		27.2
24.		27.8
25.		29.3
26.		33.0
27.	Assigned to Army Garrison Forces	34.0
28.		34.4
29.		35.2
30.		36.4
31.	Northern Base Garrison Commanders	P. 38.0
32.	" " " "	S. 44.0

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

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OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

NOTES

TABLES 5 and 6

- (a)
- AB. Attention is invited to the discussion of the "Radar Reporting Gilbert Islands", more appropriately "Gilbert Island Warning Net", in Notes following Table 4 under the title "Intra-Radar Gilbert Islands".
- (b) Task Force Commanders who require it may order up the regular "Scene of Action Frequency" (3000 kcs.).
- (c) Commanders of Attack Forces may be required to serve as transmitting stations for the PacFlt Ship to Shore Circuit. (4235 series). (See par. 2218 (c) (1) of Annex A) for the relay of important messages regarding Logistics.
- (d) Responsible Commanders should consult Cincpac frequency assignments (Part II of this Appendix) for further information on exact frequency assignments.

COMM.

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OPERATION PLAN

No. Gen 1-43 (Annex A - Communication Plan) APPENDIX I Radio Frequency Plan.

TABLE 9

--:LANDING FORCE CHANNELS:--

<u>J.</u>	Net Number 1 Div. Command (CW)	
(1)	27th Div.	P. 4600
(2)		S. 4800
(3)	2nd. Mar. Div.	P. 2652
(4)		S. 2776
<u>K.</u>	Net Number 2 Aux. Command (CW)	4360
<u>L.</u>	Net Number 3 Aux. Command plus Group 3 (CW)	3725
<u>M.</u>	Net Number 4 Div. Recon. and Scout	
(1)	27th Div. 1 channel	2834
(2)	Voice and CW	2522
(3)		3145
(4)	2nd MarDiv (V or CW)	4540
<u>N.</u>	Net Number 5 Reg. Command	
(1)	27th Div.	P. 4940
(2)		S. 5352.2
(3)	2nd Mar Div (V or CW)	P. 2360
(4)		S. 2894
		<u>Clear</u> CW or V
<u>O.</u>	Net Number 6 Aux. Reg. Command	
(1)	27th Div. Special	P. 5705
(2)		S. 4967.5
(3)	2nd Mar Div.	3690
<u>P.</u>	Net Number 7 6th Marines Command	
(1)		P. 2118
(2)		S. 2870
<u>Q.</u>	Net Number 8 6th Marines Aux. Command	P. 3175
<u>R.</u>	Net Number 9 8th Marines Command	
(1)		P. 2222
(2)		S. 2788
<u>S.</u>	Net Number 10 8th Marines Aux. Command	3615
<u>T.</u>	Net Number 11 10th Marines Command	2326
<u>U.</u>	Net Number 12 Artillery Air Spot	6530
<u>V.</u>	Net Number 14 18th Marines Command Engineers	3175
<u>W.</u>	Net Number 15 - 2436 - CT2)	
	16 - 2772 - CT6) Shore Parties Command MU (Fixed Xtal)	
	17 - 3035 - CT8)	
<u>X.</u>	Net Number 18 Amphibious Tractors	6565

COMM.

A-I

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

6666

TABLE 9-A

---:LANDING FORCE CHANNELS :---

Y. Internal Landing Force Freq.

Low Power short ranges

For assignment by Landing Force Commander.

9-12 mc (TCS)		6-9 mc (GFRU)		2-4.5 mc (TBX)	
(1)	9020	(36)	6120	(64)	3530
(2)	9150	(37)	6280	(65)	3685
(3)	9190	(38)	6355	(66)	3700
(4)	9260	(39)	6465	(67)	3735
(5)	9305	(40)	6560	(68)	3760
(6)	9390	(41)	6645	(69)	3860
(7)	9530	(42)	6705		
(8)	9620	(43)	6800	(70)	3935
(9)	9690	(44)	6850	(71)	4025
(10)	9790	(45)	6930	(72)	4070
(11)	9850	(46)	7005	(73)	4080
(12)	9920	(47)	7070	(74)	4165
(13)	9995	(48)	7160	(75)	4175
(14)	10070	(49)	7240	(76)	4190
(15)	10120	(50)	7300	(77)	4255
(16)	10205	(51)	7400		
(17)	10305	(52)	7475		
(18)	10390	(53)	7565		
(19)	10475	(54)	7660		
(20)	10955	(55)	7790		
(21)	11160	(56)	7885		
(22)	11345	(57)	7930		
(23)	11390	(58)	8060		
(24)	11445				
(25)	11490				
(26)	11610				
(27)	11850				
(28)	11940				
<u>Alternates</u>		<u>Alternates</u>		<u>Alternates</u>	
(29)	9100	(59)	8140	(78)	4280
(30)	9240	(60)	8220	(79)	4320
(31)	9500	(61)	8375	(80)	4350
(32)	9550	(62)	8485	(81)	4455
(33)	10955	(63)	8555		
(34)	11355				
(35)	11430				

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

TABLE 9-B

---:LANDING FORCE CHANNELS:---

Z. Landing Force TBY Channels.

- | | | |
|------------------|--------|-------------------------------------|
| (1) | (56.5) | |
| (2) | (57.7) | |
| (3) Army SCR-195 | (58.9) | - Covers TBY Channels 71 - 82 incl. |
| (4) | (60.1) | |

TBY Channels 1 - 5- incl. for use by Marines ashore.

TBY Channels 95 and 96 must be left vacant.

TBY Channels 120 to 130 are for use by any units within own unit as a secondary if needed.

Transport Channels (SEE TABLE 5-A & 6-A)

AA. 27th Div. Internal Landing Force Freq. For assignment by Army Landing Force Commander.

<u>SCR 500 Series</u>		<u>FM Sets</u>		<u>SCR 195</u>		<u>Other Sets</u>	
(1)	3010	(19)	28.2	(33)	56.5	(37)	2492
(2)	3825	(20)	28.4	(34)	57.7.	(38)	3145
(3)	3885	(21)	28.6	(35)	58.9	(39)	3912.5
(4)	3995	(22)	29.1	(36)	60.1	(40)	3942.5
(5)	4025	(23)	29.6			(41)	4272.5
(6)	4080	(24)	30.0			(42)	4940
(7)	4280	(25)	30.2			(43)	4967.5
(8)	4397.5	(26)	30.7			(44)	4985
(9)	4840	(27)	31.8			(45)	4995
(10)	4930	(28)	33.5			(46)	5190
(11)	5205	(29)	35.4			(47)	5352.5
(12)	5327.5	(30)	35.6			(48)	5367.5
(13)	5397.5	(31)	36.1			(49)	5655
(14)	5437.5	(32)	36.7			(50)	5695
(15)	5500					(51)	5705
(16)	5600						
(17)	5780						
(18)	5880						

COLUMN NUMBERS													
CINCPOA CHANNELS													
CIRCUIT NET													
SHORE BASED AIR AND AERO-NAUTICAL FIXED CIRCUITS													
PRIMARY METHOD													
	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM
	3860 N	6510 D	8390 DK	5897.5	6355	6385	6440	6475	6655	7330	7460	8520	6970
	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM	CM
	Air Search and	Reconnaissance	Command Common	Air Strike and	Bombardment	Aircraft to	Base						Itinerant
	1	2	3	4	5	6	7	8	9	10	11	12	
	13	14	15	16	17	18	19	20	21	22	23	24	25
	26	27	28	29	30	31	32	33	34	35	36	37	38
	39	40	41	42	43	44	45	46	47	48	49	50	51
	52	53	54	55	56	57	58	59	60	61	62	63	64
	65	66	67	68	69	70	71	72	73	74	75	76	77
	78	79	80	81	82	83	84	85	86	87	88	89	90
	91	92	93	94	95	96	97	98	99	100	101	102	103
	104	105	106	107	108	109	110	111	112	113	114	115	116
	117	118	119	120	121	122	123	124	125	126	127	128	129
	130	131	132	133	134	135	136	137	138	139	140	141	142
	143	144	145	146	147	148	149	150	151	152	153	154	155
	156	157	158	159	160	161	162	163	164	165	166	167	168
	169	170	171	172	173	174	175	176	177	178	179	180	181
	182	183	184	185	186	187	188	189	190	191	192	193	194
	195	196	197	198	199	200	201	202	203	204	205	206	207
	208	209	210	211	212	213	214	215	216	217	218	219	220
	221	222	223	224	225	226	227	228	229	230	231	232	233
	234	235	236	237	238	239	240	241	242	243	244	245	246
	247	248	249	250	251	252	253	254	255	256	257	258	259
	260	261	262	263	264	265	266	267	268	269	270	271	272
	273	274	275	276	277	278	279	280	281	282	283	284	285
	286	287	288	289	290	291	292	293	294	295	296	297	298
	299	300	301	302	303	304	305	306	307	308	309	310	311
	312	313	314	315	316	317	318	319	320	321	322	323	324
	325	326	327	328	329	330	331	332	333	334	335	336	337
	338	339	340	341	342	343	344	345	346	347	348	349	350
	351	352	353	354	355	356	357	358	359	360	361	362	363
	364	365	366	367	368	369	370	371	372	373	374	375	376
	377	378	379	380	381	382	383	384	385	386	387	388	389
	390	391	392	393	394	395	396	397	398	399	400	401	402
	403	404	405	406	407	408	409	410	411	412	413	414	415
	416	417	418	419	420	421	422	423	424	425	426	427	428
	429	430	431	432	433	434	435	436	437	438	439	440	441
	442	443	444	445	446	447	448	449	450	451	452	453	454
	455	456	457	458	459	460	461	462	463	464	465	466	467
	468	469	470	471	472	473	474	475	476	477	478	479	480
	481	482	483	484	485	486	487	488	489	490	491	492	493
	494	495	496	497	498	499	500	501	502	503	504	505	506
	507	508	509	510	511	512	513	514	515	516	517	518	519
	520	521	522	523	524	525	526	527	528	529	530	531	532
	533	534	535	536	537	538	539	540	541	542	543	544	545
	546	547	548	549	550	551	552	553	554	555	556	557	558
	559	560	561	562	563	564	565	566	567	568	569	570	571
	572	573	574	575	576	577	578	579	580	581	582	583	584
	585	586	587	588	589	590	591	592	593	594	595	596	597
	598	599	600	601	602	603	604	605	606	607	608	609	610
	611	612	613	614	615	616	617	618	619	620	621	622	623
	624	625	626	627	628	629	630	631	632	633	634	635	636
	637	638	639	640	641	642	643	644	645	646	647	648	649
	650	651	652	653	654	655	656	657	658	659	660	661	662
	663	664	665	666	667	668	669	670	671	672	673	674	675
	676	677	678	679	680	681	682	683	684	685	686	687	688
	689	690	691	692	693	694	695	696	697	698	699	700	701
	702	703	704	705	706	707	708	709	710	711	712	713	714
	715	716	717	718	719	720	721	722	723	724	725	726	727
	728	729	730	731	732	733	734	735	736	737	738	739	740
	741	742	743	744	745	746	747	748	749	750	751	752	753
	754	755	756	757	758	759	760	761	762	763	764	765	766
	767	768	769	770	771	772	773	774	775	776	777	778	779
	780	781	782	783	784	785	786	787	788	789	790	791	792
	793	794	795	796	797	798	799	800	801	802	803	804	805
	806	807	808	809	810	811	812	813	814	815	816	817	818
	819	820	821	822	823	824	825	826	827	828	829	830	831
	832	833	834	835	836	837	838	839	840	841	842	843	844
	845	846	847	848	849	850	851	852	853	854	855	856	857
	858	859	860	861	862	863	864	865	866	867	868	869	870
	871	872	873	874	875	876	877	878	879	880	881	882	883
	884	885	886	887	888	889	890	891	892	893	894	895	896
	897	898	899	900	901	902	903	904	905	906	907	908	909
	910	911	912	913	914	915	916	917	918	919	920	921	922
	923	924	925	926	927	928	929	930	931	932	933	934	935
	936	937	938	939	940	941	942	943	944	945	946	947	948
	949	950	951	952	953	954	955	956	957	958	959	960	961
	962	963	964	965	966	967	968	969	970	971	972	973	974
	975	976	977	978	979	980	981	982	983	984	985	986	987
	988	989	990	991	992	993	994	995	996	997	998	999	1000

NOTE: See Appendix V for description of these circuits.

NOTE: See Appendix V for description of these circuits.

a b c d e f g h i j k l m n

No. Con 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

[illegible]

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

TABLE 10-A

AERONAUTICAL FIXED CIRCUITS

<u>AM.</u>	(1) Air Operational Intelligence. (CW)	4385 (series)
<u>AN.</u>	Air Tactical Nets:	
	(1) Major Air Tactical Net (GALVANIC)	3710 (Night)
	(2)	7135 (Day)
	(3)	11130 (Day when required)
	(4) ELLICE Air Tactical Net:	P. 2454
	(5)	S. 5085
	(6)	P. 2616
	(7)	S. 5055
	(8) SAMOAN Air Tactical Net (modified)	
	(9)	
	(10)	
	(11)	
<u>AO.</u>	Aeronautical Fixed Net - AACS -	
	FUNAFUTI - NANOMEA - NUKUFETAU (when installed)	
	(1)	3307.5
	(2)	6685
	(3)	9320
	(4)	

NOTE: This assignment is to be confirmed by the WAR Department.

AP. AirSoPac Major Air Tactical Net

- | | |
|-----|---------------|
| (1) | 5250 (series) |
|-----|---------------|
- (Listed for information). Currently FUNAFUTI operates in this net. FUNAFUTI may be directed to withdraw from the net at the discretion of ComCentPac at which time ComAirSoPac should be notified.

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OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX I Radio Frequency Plan.

TABLE 11

Spotting Frequencies, Battleship and Cruiser Aircraft

BATTLE DIVISION TWO

TENNESSEE	6670
PENNSYLVANIA	6125

CRUISER DIVISION FOUR

PORTLAND	5412
INDIANAPOLIS	4720

BATTLE DIVISION THREE

IDAHO	6747
MISSISSIPPI	6195
NEW MEXICO	6270

CRUISER DIVISION FIVE

CHESTER	4680
SALT LAKE CITY	5265

BATTLE DIVISION FOUR

MARYLAND	6760
COLORADO	6300

CRUISER DIVISION SIX

SAN FRANCISCO	4825
NEW ORLEANS	5230
MINNEAPOLIS	5155
BALTIMORE	5995

COMMON SECONDARY

All OBB	6775
---------	------

COMMON SECONDARY

HEAVY CRUISERS	5110
----------------	------

BATTLE DIVISION SIX

WASHINGTON	6345
NORTH CAROLINA	6520

CRUISER DIVISION THIRTEEN

SANTA FE	4460
BIRMINGHAM	3710
MOBILE	4485

BATTLE DIVISION EIGHT

MASSACHUSETTS	6730
INDIANA	6370

COMMON SECONDARY

LIGHT CRUISERS	4470
----------------	------

BATTLE DIVISION NINE

SOUTH DAKOTA	6405
ALABAMA	6785

SPARE FREQUENCIES

4915
6930
6980
7000

COMMON SECONDARY

All BB	6950
--------	------

[illegible]

MEMORANDUM For: All Communication Officers.

1. The officers who composed this plan are very desirous of obtaining from all Communication Officers rough pencilled comments on the plan, makeup, information which is included and which may have been omitted.

2. We realize that the plan is far from perfect. It was hurriedly put together and contains a number of inaccuracies. An errata sheet which lists the most flagrant of those which we have found is attached herewith. All hands should correct their copies of this plan immediately.

3. An attempt was made to make one single combined plan which all forces engaged in the GALVANIC Operation could use. This entailed considerable coordination, but it was decided that the results would be better since all hands be sure that no subsequent plan would conflict with the original.

4. With regard to the Basic Plan, Annex A:

Is the plan too long, has anything extra been included which all hands know already?
What is it?

Are the detachable appendices easy to use?

What changes in form do you recommend?

5. There is a difference of opinion among the officers writing the plan and officers with whom it was discussed as to the best form for the Radio Frequency Plan. Some officers prefer to have tables, other officers prefer to have the circuits described so that each Communication Officer may make his own tables. The trouble with tables is that they must be exactly correct or they are virtually useless. It is easier to correct description of a Frequency Plan which is in manuscript form than it is to correct tables. Some officers regard Frequency Plan in manuscript form as being easier to use. Comment on all.

6. Communication personnel have made repeated complaints that they did not get enough copies of the Communication Plan. This time we tried to make enough copies. The clerical work was enormous and we would like to know whether or not there are enough copies and whether or not there might be too many. Please comment. Remember that during wartime, paper work is hell to handle.

7. In an operation the size of the GALVANIC Operation, the number of the ships involved makes for a very large Call List. Please comment on the Call List as it is arranged. How long it is to use. How about the CW call system for Combat Calls, that is, numeral two letters, which has been used? Little apology can be made for the Voice Calls. It was necessary to get a large number of Voice Calls which did not conflict with either CINCPAC or SOPAC Voice Call assignments. An effort will be made in the subsequent plans to remove the Voice Calls which are phonetically unsound. It is therefore requested that Communication Officers who can report on all those which they observe which were hard to understand or which confused other expressions over the air.

MEMORANDUM For: All Communication Officers.

8. Collect rough remarks from surface ships and air units of your outfit. Complete or partial remedies may be devised for real difficulties confronting other people. We will do our best but we can not promise too much.

We know this plan stinks, but it was the best we could do in the time we had available. Please help us make the next one better.

/s/

ARMSTRONG

HUDNALL

BLAISDELL

McCORMICK

BOWEN

McCREADY

BROCKWAY

McDAID

DODSON

MURRAY

FROST

NELSON

GIMBER

RUFF

HAUCK

SCOTT

HORNE

VADNAIS

et Al!

P.S. Send all your gripes to Al!

OPERATION PLANNo. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.
-----CALL LIST

1. These radio call signs are effective concurrently with Comcenpac Operations Plan 1-43 and remain effective for units of the Navy, Army, and Marine Forces employed until otherwise directed by Commander Central Pacific Force.

2. No attempt has been made to identify Task Group numbers with specific names of commands. It shall be the responsibility of the individual holder of this appendix to correlate the required designations with the Task Group Numbers and assigned call signs herein contained by referring to his operation plan.

3. Commanders of Island Bases will be assigned Task Group designations by their respective Attack Force Commander. These designations with the accompanying Voice and CV Combat Calls will continue until the Bases are turned over to Comaircenpac (CTF 57) for consolidation at which time the Island Base Commanders will be assigned Task Group designations in Task Force 57 by CTF 57, or some other call assigned by him.

4. Ships and commands holding the proper aids must be prepared to use normal encrypted CV radio call signs in communicating with ships or units not attached to the Assault Forces.

Appendix II is divided into the following sections:

- I Encode of Call Signs by Task Organization
- II Encode of Call Signs by Administrative Command
- III Encode of Call Signs by Ship Names arranged alphabetically
- IV Encode by (A) Marine Force Call Signs and, (B) Army Force Call Signs
- V Aircraft Call Signs and Fighter Director Colors
- VI Encode of Shore Fire Control Call Signs
- VII Temporary Zebra Call Signs
- VIII Decode arranged alphabetically by CV Call Signs
- IX Decode arranged alphabetically by Voice Call Signs.

OPERATION ORDER

No. Gen 1-43 (ANNEX A - Communication Plan) Appendix II Call List.

PART I

Task Forces and Task Groups

Task Unit Calls may be formed by adding the Unit number to the Voice or CW Call, as "Beagle one" or 7HQ1 for TU 50.1.1. In order to avoid possible confusion it is preferable to use the call of the administrative command wherever possible (see Part II).

<u>CW</u>	<u>Task Forces</u> <u>Command</u>	<u>Voice</u>	<u>Designation or Commander</u>
9XN	CTF 50	Stork	
7UC	TF 50	Geronimo	
4HT	CTF 51	Coronet	
9EK	TF 51	Caucus	
5DP	CTF 52	Anzac	
7TL	TF 52	Morocco	
7UM	CTF 53	Rugby	
3DA	TF 53	Tomahawk	
5DP	CTF 54	Anzac	
2NL	TF 54	Bluejacket	
9GS	CTF 57	Wareagle	
6WA	TF 57	Snowflake	
9XN	CTG 50.1	Stork	
7HQ	TG 50.1	Beagle	
6RY	CTG 50.2	Jocko	
2FT	TG 50.2	Bagdad	
2LU	CTG 50.3	Frolic	
1GA	TG 50.3	Locust	
1TJ	CTG 50.4	Tycoon	
2MB	TG 50.4	Vulture	
7GP	CTG 50.5	Dodger	
9RW	TG 50.5	Husky	
2LY	CTG 50.6	Trojan	
8EV	TG 50.6	Harpoon	

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OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART I

Task Forces and Task Groups - Continued.

<u>CW</u>	<u>Task Forces</u> <u>Command</u>	<u>Voice</u>	<u>Designation or Commander</u>
5RK	CTG 50.7	Hijinx	
9YE	TG 50.7	Pluto	
4YK	CTG 50.8	Hermit	
8WD	TG 50.8	Grizzly	
3EQ	CTG 50.9	Trumpet	
4MX	TG 50.9	Frogleg	
6VL	CTG 50.10	Dingbat	
4VG	TG 50.10	Pontiac	
2QH	CTG 51.1	Victoria	
7RY	TG 51.1	Tripod	
4EA	CTG 51.2	Buckeye	
2MK	TG 51.2	Dutchman	
4DL	CTG 51.3	Panhandle	
3BP	TG 51.3	Juniper	
9UB	CTG 51.4	Pedigree	
7PG	TG 51.4	Bradshaw	
5AH	CTG 51.5	Pelican	
9LQ	TG 51.5	Carbuncle	
5BV	CTG 51.6	Waldorf	
8FS	TG 51.6	Crawford	
6FP	CTG 51.7	Ottawa	
9KY	TG 51.7	Whitehorse	
7JQ	CTG 51.8	Ramsgate	
6GC	TG 51.8	Churchill	
7TB	CTG 51.9	Glencoe	
8WH	TG 51.9	Liverpool	
8GP	CTG 51.10	Bobalink	
2HV	TG 51.10	Bonaparte	

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART I

Task Forces and Task Groups - Continued

<u>CW</u>	<u>Task Forces</u> <u>Command</u>	<u>Voice</u>	<u>Designation or Commander</u>
9UY	CTG 52.1	Pittsburg	
5KU	TG 52.1	Decatur	
7DL	CTG 52.2	Lockspur	
1LA	TG 52.2	Safari	
2MY	CTG 52.3	Jackstraw	
3EB	TG 52.3	Turnpike	
7ME	CTG 52.4	Laramie	
1CV	TG 52.4	Ashdown	
2DV	CTG 52.5	Selkirk	
3GD	TG 52.5	Potlatch	
9SH	CTG 52.6	Blanco	
2EC	TG 52.6	Flanagan	
7GH	CTG 52.7	Bearlake	
9MC	TG 52.7	Orlando	
4BW	CTG 52.8	Chatterbox	
1RQ	TG 52.8	Tombstone	
9WC	CTG 52.9	Evergreen	
4FR	TG 52.9	Nutmeg	
3WR	CTG 52.10	Benedict	
5GQ	TG 52.10	Burbank	
9LR	CTG 53.1	Postmark	
5PY	TG 53.1	Lockout	
7QX	CTG 53.2	Hardtack	
7KS	TG 53.2	Jamaica	
6WG	CTG 53.3	Clambake	
7AH	TG 53.3	Concord	

OPERATION PLAN

No. Gen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART I

Task Forces and Task Groups - Continued.

<u>CW</u>	<u>Task Forces</u> <u>Command</u>	<u>Voice</u>	<u>Designation or Commander</u>
3RD	CTG 53.4	Fatima	
3AW	TG 53.4	Lockinvar	
7LT	CTG 53.5	Apache	
3TF	TG 53.5	Gunlock	
9YP	CTG 53.6	Octavia	
4CF	TG 53.6	Montague	
4HW	CTG 53.7	Waterlop	
3LH	TG 53.7	Splashdam	
6AJ	CTG 53.8	Sharkey	
9AG	TG 53.8	Muskrat	
9HN	CTG 53.9	Trinidad	
5UE	TG 53.9	Democrat	
4KV	CTG 53.10	Winsocki	
6GC	TG 53.10	Senator	
9VB	CTG 53.11	Lothario	
4RC	TG 53.11	Petticoat	
2TR	CTG 54.1	Kalamazoo	
1CR	TG 54.1	Corncob	
9PU	CTG 54.2	Keynote	
7SY	TG 54.2	Chicago	
7NV	CTG 54.3	Acrobat	
5CS	TG 54.3	Lenox	
4TP	CTG 54.4	Crowheart	
5EL	TG 54.4	Pickwick	
9GW	CTG 54.5	Creosote	
7VH	TG 54.5	Anaconda	

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OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART I

Task Forces and Task Groups - Continued.

<u>CW</u>	<u>Task Forces</u> <u>Command</u>	<u>Voice</u>	<u>Designation or Commander</u>
4LU	CTG 54.6	Cornwall	
3WT	TG 54.6	Dairyland	
3YV	CTG 54.7	Tidewater	
2BY	TG 54.7	Babcock	
5FA	CTG 54.8	Blockhouse	
1FE	TG 54.8	Gridiron	
2JU	CTG 54.9	Freestone	
5FQ	TG 54.9	Stillwater	
3PK	CTG 54.10	Rampart	
7PT	TG 54.10	Yonkers	
9PR	CTG 54.11	Hooker	
7XQ	TG 54.11	Dryfork	
4CN	CTG 57.1	Piccolo	
5LV	TG 57.1	Carbarn	
3NA	CTG 57.2	Stalker	
7FN	TG 57.2	Tiptop	
9HJ	CTG 57.3	Torchlight	
3BN	TG 57.3	Bronco	
4TE	CTG 57.4	Mohawk	
7WL	TG 57.4	Wallback	
7YG	CTG 57.5	Stiletto	
2QD	TG 57.5	Ladylake	
5JT	CTG 57.6	Coquette	
3SL	TG 57.6	Duckabush	
4GS	CTG 57.7	Calcutta	
6EJ	TG 57.7	Chrysler	

OPERATION PLAN

No. Gen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART I

Task Forces and Task Groups - Continued.

<u>CW</u>	<u>Task Forces</u> <u>Command</u>	<u>Voice</u>	<u>Designation or Commander</u>
3YL	CTG 57.8	Applegate	
5MW	TG 57.8	Skidmore	
3HU	CTG 57.9	Wilcox	
5WC	TG 57.9	Tiffany	
4EU	CTG 57.10	Jailbird	
5RB	TG 57.10	Goblet	

Collective Calls

<u>Designation</u>	<u>CW Call</u>	<u>Voice Call</u>
All TFC's GALVANIC	3AM	Syndicate
All Ships GALVANIC	7SA	Stockade
Any or All Submarine Rescue vessels	9NT	Lifeguard
Any Aircraft Spotting for Shore Based Artillery	7BR	Spyglass
Any or All Fire Support Ships	6AR	Gingersnap

IMPORTANT

Do not use Task Group Call for Army and Marine Landing Force Commanders and/or Commands. Use instead the voice and CW Calls as listed in the Army and Marine Call Sign Section. The troops organization is constructed to require use of the latter calls. Specifically, they are:

- | | | |
|---------------------------------------|-----|-----------|
| (a) CG 2nd MarDiv (CTG ____) | 6PH | Garfield |
| 2nd MarDiv Collective Call (TG ____) | 6FY | Grillwork |
| (b) CG 27th Div (Fwd Ech.) (CTG ____) | 8HP | Potluck |
| 27th Div. Command Net | | |
| (Collective) (TG ____) | 8UG | Albion |

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OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART II

Administrative Commands

<u>Command</u>	<u>CW Call</u>	<u>Voice Call</u>
Batdiv 2	4RD	Paducah
Combatdiv 2	7EW	Calico
Batdiv 3	4ME	Starlight
Combatdiv 3	3MJ	Hotspring
Batdiv 6	9LB	Tomboy
Combatdiv 6	7FX	Killarney
Batdiv 8	1UT	Topeka
Combatdiv 8	1LK	Blowhole
Batdiv 9	5UM	Yukon
Combatdiv 9	7NF	Colfax
Crudiv 5	5JD	Lorenzo
Comcrudiv 5	2CY	Paradise
Crudiv 6	2QN	El Dorado
Comcrudiv 6	3KG	Polkadot
Crudiv 9	2RP	Winnipeg
Comcrudiv 9	1XW	Hornbeck
Crudiv 11	4WJ	Turlock
Comcrudiv 11	2US	Mascot
Crudiv 13	3TQ	Winnetka
Comcrudiv 13	5TN	Ferdinand
Desron 1	2PM	Sunflower
Comdesron 1	7HY	Humboldt
Desron 2	5RL	Crownking
Comdesron 2	4SN	Cairo
Desron 25	2CR	Shattuck
Comdesron 25	1ML	Fresno
Desdiv 1	2TG	Carnival
Comdesdiv 1	1DX	Popcorn

OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART II

Administrative Commands - Continued.

<u>Command</u>	<u>CW Call</u>	<u>Voice Call</u>
Desdiv 15	4GX	Hambone
Comdesdiv 15	5WR	Quebec
Desdiv 27	4TH	Revere
Comdesdiv 27	5MU	Hogan
Desdiv 41	1QM	Augustus
Comdesdiv 41	3NK	Cameo
Desdiv 42	2KH	Smokey
Comdesdiv 42	9CS	Cheerio
Desdiv 91	2HA	Steamboat
Comdesdiv 91	3QD	Lovejoy
Desdiv 92	7LD	Stockton
Comdesdiv 92	4YU	Reuben
Desdiv 95	1AY	Katinka
Comdesdiv 95	4PB	Salinas
Desdiv 96	1BA	Headlight
Comdesdiv 96	1YX	Fallbrook
Cardiv 3	9XN	Stork
Comcardiv 3	4JE	Crabtree
Cardiv 22	1ED	Waldo
Comcardiv 22	5RG	Moosejaw
Cardiv 24	7BT	Riverside
Comcardiv 24	9NW	Daytona
Transdiv 4	2XY	Jamboree
Comtransdiv 4	3RH	Pocahontas
Transdiv 6	3GN	Cranberry
Comtransdiv 6	4NJ	Shortcreek
Transdiv 18	4VR	Yucatan
Comtransdiv 18	4XT	Dolores
Transdiv 20	5KR	Lightfoot
Comtransdiv 20	9DT	Romantic

OPERATION ORDER

No. Gen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART II

Administrative Commands - Continued.

Under Administrative Call:

<u>Command</u>	<u>CW Call</u>	<u>Voice Call</u>
Fueling (oiling) Unit	1DS	Hudson
Fueling Group (ship or ships receiving fuel)	3FX	Seacard
Salvage Unit	9KQ	Alaska

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PART III

Encode of Ship's Call Signs

<u>Ship</u>	<u>CW Call</u>	<u>Voice Call</u>
JANE ADAMS(AP)	2DR	Broadway
ALABAMA (BB 60)	5DX	Roadhouse
ALCYONE (AKA 7)	3SM	Moffatt
ANDERSON (DD 411)	5HC	Elmira
ARAPAHO (AT 68)	6XC	Percolator
ASHLAND (LSD 1)	7GL	Saskatoon
AYLEWIN (DD 355)	7VN	Baca
BAILEY (DD 492)	2BL	Lombard.
BALTIMORE (CA 68)	2EX	Pushrod
BANCROFT (DD 598)	5NH	Beanstalk
BARNES (CVE 20)	9ET	Topock
BELLATRIX (AKA 3)	9RU	Gumlog
J. F. BELL (APA 16)	9HP	Redrock
BELLEAU WOOD (CVE 24)	7NA	Kitsap
BELLE GROVE (LSD 2)	2FD	Sausalito
W. P. BIDDLE (APA 8)	7AS	Kankakee
BIRMINGHAM (CL 62)	5VF	Pineknot
BOYD (DD 544)	4SH	Goodhope
BRADFORD (DD 545)	6HB	Rockcastle
BROWN (DD 546)	4KA	Yakutat
BULLARD (DD 660)	9RG	Kokomo
BUNKER HILL (CV 17)	6FL	Bad Axe
BURNS (DD 588)	8DT	Aberdeen
CABANA (DE 260)	1QP	Calchester
CALDWELL (DD 605)	9KA	Hector
CALVERT (APA 32)	1CB	Braggart
CAPE CONSTANTINE(AK)	2AP	Lehigh
CAPE FEAR (AK)	3EV	Van Buren
CAPE ISABEL (AK)	9QV	Borneo
CAPE SAN MARTIN(AK)	1JH	Powderhorn
CAPE STEVENS (AK)	5LA	Spanker
CHARETTE (DD 581)	1TS	Flathead
CHAUNCEY (DD 667)	9MX	Kenesaw
CHENANGO (CVE 28)	4AN	Redwine
CHESTER (CA 27)	2VT	Gypsey
CIMARRON (AO 22)	4LT	Denmark
CLAMP (ARS 33)	3UG	Dragnet
CLOUES (DE 265)	5MG	Angola
COGHLAN (DD 606)	9TY	Arbuckle
COLORADO (BB 45)	1MG	Eureka

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OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART III

Encode of Ship's Call Signs - Continued.

<u>Ship</u>	<u>CW Call</u>	<u>Voice Call</u>
CONNER (DD 582)	2UJ	Monroe
CORAL SEA (CVE 57)	6UD	Whiteoak
CORREGIDOR (CVE 58)	2GD	Draco
COTTEN (DD 669)	9XH	Oblong
COWELL (DD 547)	4EY	Climax
COWPENS (CVL 25)	1SR	Canebrake
CURTISS (AV 4)	5LV	Carbarn
DALE (DD 353)	2NG	Boulder
DASHIEL (DD 659)	2RM	Teaticket
DASHING WAVE (XAP)	1HG	Camino
DEMPSEY (DE 26)	9HX	Las Vegas
DEWEY (DD 349)	4FV	Lockhart
DIONNE (DE 261)	3XT	Gideon
DOYEN (APA 1)	3VJ	Pinto
DUFFY (DE 27)	9FN	Sagamore
EDWARDS (DD 619)	3GT	Butternut
EMERY (DE 28)	4UQ	Jemima
ENTERPRISE (CV 6)	4XQ	Pedro
ERBEN (DD 631)	1PN	Flagstaff
ESSEX (CV 9)	1JE	Toronto
FARRAGUT (DD 348)	1UQ	Altoona
FELAND (APA 11)	7DV	Maverick
FLETCHER (DD 445)	7BQ	Skipjack
FRANKS (DD 554)	4BS	Lionel
FRAZIER (DD 607)	9UK	Rancocas
GANSEVOORT (DD 608)	9TJ	Marmaduke
GREINER (DE 37)	2PD	Oxnard
C. R. GREER (DE 23)	5VQ	Joe Blow
GRIDLEY (DD 380)	4NC	Liveoak
GUADALUPE (AO 32)	5GV	Mayflower
HALE (DD 642)	2YW	Kilgore
HARRIS (APA 2)	1KC	Bristol
HARRISON (DD 573)	1YP	Ozark
B. R. HASTINGS (DD 19)	5SM	Holbrook
HAZELWOOD (DD 531)	9QF	Hoboken
HEERMAN (DD 532)	5GB	Cow cow
HEYWOOD (APA 6)	2CA	Hezekiah
HOEL (DD 533)	3WQ	Falcon

OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART III

Encode of Ship's Call Signs - Continued.

<u>Ship</u>	<u>CW Call</u>	<u>Voice Call</u>
HUGHES (DD 410)	8UL	Hackensack
HULL (DD 350)	7AJ	Pickaway
IDAHO (BB 42)	7MR	Bigbear
INDEPENDENCE (CVL 22)	1HU	El Centro
INDIANA (BB 58)	7YR	Balboa
INDIANAPOLIS (CA 35)	1EW	Culpepper
ISHERWOOD (DD 520)	2KE	Calexico
ISLAND MAIL (XAP 119)	3PG	Tocus
IZARD (DD 589)	2FW	Bucktooth
JENKINS (DD 447)	3JF	Pilchuck
JUPITER (AK 43)	4JR	Goldwyn
KASKASKIA (AO 27)	4FQ	Grandbank
KIDD (DD 661)	7SK	Saginaw
KIMBERLEY (DE 521)	6JC	Roxana
LACKAWANNA (AO 40)	9GM	Kentucky
LA SALLE (AP 102)	4RM	Mastodon
LA VALLETTE (DD 448)	1XS	Klondike
HARRY LEE (APA 10)	1VU	Okanogan
LEHARDY (DE 20)	3RN	Koran
LEXINGTON (CV 16)	4QL	Hancock
LISCOMB BAY (CVE 56)	7DN	Crockett
LUCE (DD 522)	5WK	Lowgap
MAC DONOUGH (DE 351)	7JB	Moonglow
MACKINAC (AVP 13)	2QD	Ladylake
MARTIN (DE 30)	1KJ	Fort Wayne
MARYLAND (BB 46)	1FD	Punchbowl
MASSACHUSETTS (BB 59)	7TG	Romeo
MAURY (DD 401)	9VG	Marlboro
MC KEE (DD 575)	6EX	Mobscott
MEADE (DD 602)	7RJ	Minot
A. MIDDLETON (APA 25)	2WT	Cato
MILLICOMA (AO 73)	1FR	Walla Walla
W. C. MILLER (DE 259)	9PE	Zachariah
MINNEAPOLIS (CA 36)	5SD	Oswego
MISSISSIPPI (BB 41)	9LV	Mincola
MOBILE (CL 63)	7ES	Matapan
MONAGHAN (DD 354)	6GA	Mac Nab
MONROVIA (APA 31)	5EY	El Paso
MONTEREY (CVL 26)	7WE	Scotland
MORMACPORT (XAP)	3UR	Galena
MORRIS (DD 417)	2SQ	Kenosha

OPERATION ORDERNo. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART III

Encode of Ship's Call Signs - Continued.

<u>Ship</u>	<u>CW Call</u>	<u>Voice Call</u>
MURRAY (DD 576)	5UP	Limerick
MUSTIN (DD 413)	9YM	Algonquin
NASHVILLE (CL 43)	1AL	Norman
NASSAU (CVE 16)	7JR	Tuxedo
NECHES (AO 47)	9SX	Montclair
NEOSHO (AO 48)	4BM	Pikes Peak
NESHANIC (AO 71)	7BJ	Pipestone
NEVILLE (APA 9)	4GC	Ric Rac
NEW MEXICO (BB 40)	5XS	Jackson
NEW ORLEANS (CA 32)	2VQ	Horatio
NICHOLAS (DD 449)	4PK	Shoemaker
NORTH CAROLINA (BB 55)	2AX	Hannibal
ORMSBY (APA 49)	7HA	Titwillow
PECOS (AO 65)	1ET	Terrahaute
PENNSYLVANIA (BB 38)	1LB	Omar
PENSACOLA (CA 24)	4MH	Skylark
PHELPS (DD 360)	4DY	Bismark
PIERCE (APA 50)	3FC	Dalton
PLATTE (AO 24)	1VT	Rôckabye
PORTLAND (CA 23)	1WV	Horseneck
PRES. MONROE (AP)	3LE	Sandusky
PRES. POLK (AP 34)	2GE	Baldknob
W. D. PORTER (DD 579)	5TH	Lonetree
PRINCETON (CVL 23)	2JG	Waco
PURSUIT (AM 108)	9CH	Carson
RADFORD (DD 446)	4LG	Lancaster
REQUISITE (AM 109)	3DY	Hawthorne
REVENGE (AM 110)	7WM	Waycross
RINGGOLD (DD 500)	5LF	Oldtown
RODGERS (DD 574)	8VD	Alamo
RUSSELL (DD 414)	7CU	Waukegan
SABINE (AO 25)	2NB	Wyandotte
SAGE (AM 111)	3QM	Chugwater
SALT LAKE CITY (CA 25)	7QH	De Soto
SAN DIEGO (CL 53)	3SE	Antonio
SAN FRANCISCO (CA 38)	1ND	Sutter
SANGAMON (CVE 26)	3NB	Tonto
SAN JUAN (CL 54)	6TC	Conrad

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OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART III

Encode of Ship's Call Signs - Continued.

<u>Ship</u>	<u>CW Call</u>	<u>Voice Call</u>
SANTA FE (CL 60)	5AU	Poplar
SARANAC (AO 74)	5BL	Barbados
SARATOGA (CV 3)	1SK	Blackduck
SAUGATUCK (AO 75)	5FU	Montezuma
SCHROEDER (DD 501)	4YT	Pulaski
SCHUYLKILL (AO 76)	9AQ	Menlo Park
SHERIDAN (APA 51)	5KE	Tenstrike
SIGSBEE (DD 502)	8BS	Carlton
SOUTH DAKOTA (BB 57)	4WS	Danube
ST. LOUIS (CL 49)	1BY	Tamarack
STACK (DD 406)	7SB	Einstein
STADTFELD (DE 29)	9JY	Fourdice
STERETT (DD 407)	6VE	Ontario
SUAMICO (AO 49)	7CT	Mohican
SUWANNEE (CVE 27)	1GF	Masonic
SWAN (AVP 7)	3SL	Duckabush
TALLULAH (AO 50)	3DQ	Zanzibar
TAPPAHANNOCK (AO 43)	3BX	Auckland
TAWASA (AT 92)	5DN	Surfboard
TAYLOR (DD 468)	5HX	Dogwood
TENNESSEE (BB 43)	1DC	Gaucha
H. C. THOMAS (DE 21)	6KW	Avalon
THUBAN (AKA 19)	3JA	Fredom
TITAN (AK)	3VS	Niagara
TRATHEN (DD 530)	3KU	Chicopee
TYPHOON (AP)	9JL	Lander
VIRGO (AKA 20)	3CL	Wenatchee
WALKER (DD 517)		
WASHINGTON (BB 56)	9CJ	Del Rio
ROBIN WENTLY (AP 169)	3UK	Brandywine
WHITMAN (DE 24)	9AF	Witchazel
WICKES (DD 578)	5QK	Muskogee
WILEMAN (DE 22)	2DB	High pass
WILSON (BB 408)	5DJ	Peoria
WINTLE (DE 25)	5YT	Joppa
LEONARD WOOD (APA 12)	5NE	Seneca
YOUNG AMERICA (XAP)	5BN	Josiah
YORKTOWN (CV 10)	5JW	Saint Jo
ZEILIN (APA 3)	5FY	Carlotta
LST 19	9FV	Clayborne
LST 20	9FL	Fremont
LST 23	7FW	La Crosse

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OPERATION ORDER

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART III

Encode of Ship's Call Signs - Continued.

<u>Ship</u>	<u>CW Call</u>	<u>Voice Call</u>
LST 31	9MS	Cranston
LST 34	7XG	Cordova
LST 69	6YH	Volga
LST 78	7MU	Corvallis
LST 84	3TF	Lapland
LST 169	7VD	Shannon
LST 179	6HR	Arlington
LST 205	4EC	Sahara
LST 218	5KD	Spokane
LST 240	5QB	Nola
LST 241	4KF	Guinevere
LST 242	5GR	Beulah
LST 243	4AL	Cora
LST 244	3HR	Hackberry
LST 476	2JW	Shasta
LST 477	1LY	Conway
LST 478	3FS	Oregon
LST 479	9RT	Abigail
LST 480	5QA	Ambrose
LST 481	3CP	Kodiak
LST 482	4TL	Shiloh
LST 484	4WH	Malta
LCT's Collective Call: Append hull number	7XF	Smack

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

*LIST OF GENERAL SPARE CALL SIGNS

<u>CM Call</u>	<u>Voice Call</u>	<u>Designation</u>
3YN	Durango	_____
2HF	Hocking	_____
7JV	Seekawken	_____
7KX	Swampscott	_____
3HE	Delaware	_____
7UD	San Mateo	_____
4HD	Laguna	_____
9JD	Womack	_____
2SF	Bullsgap	_____
2TK	Hoedown	_____
1NN	Seekonk	_____
6EP	Pawtucket	_____
9BK	Hopewell	_____
9DQ	Pocotello	_____
1KY	Africa	_____
2TA	Calgary	_____
3KI	Plymouth	_____
4AV	Westport	_____
4PY	Peacock	_____
5HS	Floodwood	_____
7PU	Scranton	_____
7QE	Journal	_____
5YQ	Hartford	_____
9CA	Moneybag	_____
4CX	Teakwood	_____
1PH	Chestnut	_____
3PL	Clayton	_____
4FP	Palo Alto	_____
9BR	Braddock	_____
2JU	Wildrose	_____
3SP	Newaygo	_____
4QG	Narrowbone	_____
9SE	Boonesboro	_____
3VH	Davenport	_____

*Spare Calls (General): Calls with desired designation will be placed in effect at the discretion and order of the O.T.C.

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OPERATION ILIN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs.

PART IV. (---)

MARINE FORCES CALL SIGNS

<u>Unit or Command</u>	<u>CW Call</u>	<u>Voice Call</u>
CG 2nd MarDiv	6PH	Garfield
Hqtrs 5th PhibCorps	7SY	Chicago
Hqtrs 2nd MarDiv	6FY	Grillwork
ADC, 2nd MarDiv	6GY	Gallop
RCT 2	6SG	Halter
BLT 1/2	6HV	Hickory
BLT 2/2	6VM	Helpmate
BLT 3/2	6AT	Holdback
Regimental Weapons Co., CT 2	6KD	Hobble
RCT 6	6BT	Molly
BLT 1/6	6JX	Medal
BLT 2/6	6QC	Mural
BLT 3/6	6LE	Milkcan
Regimental Weapons Co., CT 6	6TD	Millstream
RCT 8	6XR	Alphabet
BLT 1/8	6CN	Ally
BLT 2/8	6MA	Allergy
BLT 3/8	6UH	Allot
Regimental Weapons Co., CT 8	6RB	Asbestos
10th Marines	6YS	Florida
1st Bn.	6LR	Filly
2nd Bn.	6DS	Fossil
3rd Bn.	6PE	Felthat
4th Bn.	6VP	Fatal
5th Bn.	6AQ	Fishtrap
18th Marines	6MF	Owlroost
1st Bn.	6YJ	Owlroost
2nd Bn.	6NG	Oscillate
3rd Bn.	6TM	Oliver

OPERATION PLAN.

No. Cen 1-43 (ANNEX 1 - Communication Plan) APPENDIX II Call Signs.

<u>Unit or Command</u>	<u>PART IV (A)</u>	<u>CW Call</u>	<u>Voice Call</u>
2nd Amphibian Tractor Bn.		6WQ	Pallmall
Company A		6QJ	Pallmall Able
Company B		6UN	Pallmall Baker
Company C		6XK	Pallmall Charlie
Company A, 2nd Special Weapon Bn.		6RK	Gallows
Company A, 2nd Tank Bn.		6SL	Gravel Able
Company B, 2nd Tank Bn.		6WF	Gravel Baker
Company C, 2nd Tank Bn.		6CV	Gravel Charlie
Company D, 2nd Tank Bn.		6DW	Growl
1st Platoon		6DW1	Growl One
2nd Platoon		6DW2	Growl Two
3rd Platoon		6DW3	Growl Three
4th Platoon		6DW4	Growl Four
SP RCT 2		6NU	Cherokee
SP BLT 1/2		6NU1	Cherokee One
SP BLT 2/2		6NU2	Cherokee Two
SP BLT 3/2		6NU3	Cherokee Three
SP RCT 6		6BU	Seminole
SP BLT 1/6		6BU1	Seminole One
SP BLT 2/6		6BU2	Seminole Two
SP BLT 3/6		6BU3	Seminole Three
SP RCT 8		6EN	Chocktah
SP BLT 1/8		6EN1	Chocktah One
SP BLT 2/8		6EN2	Chocktah Two
SP BLT 3/8		6EN3	Chocktah Three
Spare Calls			
6HQ			
6JS			
6KT			
6LU			
6LD			
6MV			
6NW			
6NT			
6PX			
6QY			

OPERATION ILIN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs.

PART IV (B)
ARMY FORCES CALL SIGNS

<u>Unit or Command</u>	<u>CW Call</u>	<u>Voice Call</u>
CG 27th Division (Fwd. Ech.)	8HP	Potluck
CG 27th Division (Rear Ech.)	8NU	Axle
27th Div. Command Net (collective)	8UG	Albion
CG 27th Division Artillery	8BG	Jake
CO 102nd Engineer Bn.	8EN	Catwalk
CO 152nd Engineer Bn.	8HL	Cocker
CO Regimental Combat Team 165	8CT	Acre
CO Shore Party 27th Division	8FW	Table
CO 1st Bn., 98th Coast Artillery	8WN	Homer
CO 193rd Tank Bn.	8TY	Wishful

COMBAT TEAM NET

CO RCT 165	8CT	Acre
Combat Team 165 Net (Collective)	8PV	Ashby
Bn. Landing Team 1/165	8YF	Ample
Bn. Landing Team 2/165	8DU	Actor
Bn. Landing Team 3/165	8QW	Abie
Anti-Tank Co., Combat Team 165	8SY	Andy
Cannon Co., Combat Team 165	8CQ	Amos

Note: Company call signs for units in the 165th Combat Team will be assigned by the 27th Division Commander from the list of Spare Calls. Calls to be taken from list of words beginning with the letter "A" (Able).

Platoons will take the call of their company with the number of the platoon added i.e.: If the company call is "Angle" then Platoon 2 will be "Angle 2"

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs.

<u>Unit or Command</u>	<u>PART IV (B)</u> <u>CW Call</u>	<u>Voice Call</u>
<u>RECONNOISSANCE NET</u>		
Reconnaissance, C.T. 165 Net (Collective)	8VC	Boxer
Field Liaison 165 Combat Team	8XE	Brush
Platoon Rec. Co., 5th PHIBCORPS	8DK	Barber
Intelligence and Recn. Pl. 165 C.T.	8AR	Bull
Reconnaissance Car #1, 165 C.T.	8XM	Blinker
Reconnaissance Liaison Off. 27th Div.	8RX	Bolo
Car #1, LNO Div., 27th Div.	8RX1	Beggar
Car #2, LNO Div., 27th Div.	8RX2	Biscuit
Car #3, LNO Div., 27th Div.	8RX3	Blossom

Note: Additional call signs for use with Reconnaissance, Combat Team 165 will be assigned by the 27th Division Commander from the list of Spare Calls. Calls will be taken from list of words beginning with the letter "B" (Baker).

<u>ARTILLERY NET</u>		
CG 27th Division Artillery	8BG	Jake
27th Div. Artillery Net (Collective)	8QT	Judas
105th Field Artillery Bn.	8JQ	Joker
106th Field Artillery Bn.	8VM	Joint
CO 1st. Bn. 98th Coast Artillery	8WN	Homer
CO 7th Defense Battalion (AA Art.)	8XP	Angel

Note: Battery, company, spotters, etc., calls for use with the 27th Division Artillery and 98th Coast Artillery will be assigned by the 27th Division Commander from the list of Spare Calls. Call signs will be taken from the list of words beginning with the letter "J" (Jig) for the Field Artillery and with the letter "H" (How) for the Coast Artillery.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs

PART IV (B)ARMY FORCES CALL SIGNS

<u>Unit or Command</u>	<u>CW Call</u>	<u>Voice Call</u>
<u>ENGINEERS</u>		
CO 102nd Engineer Bn.	8EN	Catwalk
CO. C, 102nd Engineer Bn.	---	Clocktick
CO 152nd Engineer Bn.	8HL	Cocker
Co. A, 152nd Engineer Bn.	---	Content
Co. B, 152nd Engineer Bn.	---	Crosstown
Co. C, 152nd Engineer Bn.	---	Chairman

SHORE PARTY

CO Shore Party Regimental C T 165	8FW	Navajo
SP BLT 1/165	8GX	Iroquois
SP BLT 2/165	8HY	Blackfoot
SP BLT 3/165	8UB	Comanche

Note: Individual calls for component parts of the Shore Parties Combat Team 165 (beachmaster, etc.) will be assigned by the 27th Division Commander as IROQUOIS, BLACKFOOT or COMANCHE 1,2,3, etc.

TANK BATTALIONS

CO 193rd Tank Bn.	8TY	Wishful
193rd Tank Bn. Net (Collective)	---	Washboard
193rd Tank Bn. (Rear Ech.)	---	Wagon
1st Co., 193rd Tank Bn.	---	Whoopee
2nd Co., 193rd Tank Bn.	---	Wornout
3rd Co., 193rd Tank Bn.	---	Window

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No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs.

PART IV (B)

ARMY FORCES SPARE CALLS

Audit	Article	Admit	Anchor
Acid	Avenge	Author	Auto
Antic	Awning	Atom	Assort
Attach	Aware	Anvil	Aqua
Archer	Apex	Awkward	Abide
Averse	Answer	Autumn	Abrupt
Award	Admire	Attract	Alley
Billy	Bashful	Baggy	Baby
Brazen	Baffle	Bridle	Booster
Ballbat	Braille	Bobcat	
Hunter	Huddle	Harvest	Harem
Host	Hinge	Hoist	Hardy
Hamper	Heckle	Hector	Herald
Joker	Jury	Jukebox	Jack
Judas	Junior	Joint	Judge
Jailer	Jumble	Jingle	Jerry

SPARE CW CALLS FOR ARMY

8MD	8DH	8JY	8PA
8YE	8EL	8KB	8QG
8YG	8FM	8KV	8QU
8AG	8GN	8LC	8RH
8AC	8GJ	8LX	8RE
8BH	8KR	8MD	8SJ
8CJ	8LS	8MW	8SC
8CR	8JA	8NE	8TK
8NR	8PF	8TB	

OPERATION PLANCEN-1-43ANNEX A COMMUNICATION PLAN - APPENDIX II - Call List.COMM.A-IIAIRCRAFT CALLS

Tables of numbers and calls are listed first. Explanations and examples of their use are described subsequently.

I. Numbers used to designate individual airplanes.

A. Ship based types - Carriers.

Fighters	(VF)	Plane numbers 1 to 39 inclusive.
Scout Bombers	(VSB)	Plane numbers 41 to 79 inclusive.
Torpedo Bombers	(VTB)	Plane numbers 81 to 99 inclusive.

B. Ship based types - Battleships and cruisers.

Cruiser VCS units	Plane numbers 101 to 105 inclusive.
Battleship VOS units	Plane numbers 106 to 109 inclusive.

C. Shore based aircraft use numbers assigned by aircraft commanders at island bases.

II. Flight numbers, carrier base color designations, other heavy ship voice calls, numerically by types and flight numbers.

A. Carrier base color designations and flight numbers numerically by types.

<u>Ship</u>	<u>Type & Hull No.</u>	<u>Voice (R/T) Base Color Designation</u>	<u>W/T (KEY) Support Air</u>	<u>CW + Search and Attack</u>	<u>MCW Inner Outer Intermediate A/S</u>
SARATOGA	CV3	RED	V42	V43	V44
ENTERPRISE	CV6	BLUE	V33	V34	V35
ESSEX	CV9	YELLOW	V36	V37	V38
YORKTOWN	CV10	SCARLET	V39	V40	V41
LEXINGTON	CV16	CARDINAL	V80	V81	V82
BUNKER HILL	CV17	GOLDEN	V83	V84	V85
INDEPENDENCE	CVL22	MAROON	V45	V46	V47
PRINCETON	CVL23	ROHO	V60	V61	V62
BELLEAU WOOD	CVL24	COBALT	V63	V64	V65
COWPENS	CVL25	SAPPHIRE	V66	V67	V68
MONTEREY	CVL26	TOPAZ	V86	V87	V88
NASSAU	CVE16	RUBY	V011	V012	V013
BARNES	CVE20	BROWN	V014	V015	V016
SANGAMON	CVE26	ORANGE	V017	V018	V019
SUWANEE	CVE27	LEMON	V021	V022	V023
CHENANGO	CVE28	APRICOT	V024	V025	V026
LISCOMB BAY	CVE56	PURPLE	V031	V032	V033
CORAL SEA	CVE57	LAVENDER	V034	V035	V036
CORREGIDOR	CVE58	VIOLET	V037	V038.	V039

OPERATION PLAN

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ANNEX A COMMUNICATION PLAN - APPENDIX II - Call List

COMM.

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AIRCRAFT CALLS (Continued)

Following for Fighter Direction only:

<u>Ship</u>	<u>Type & Hull No.</u>	<u>Voice (R/T) Base Color Designation</u>
COLORADO	BB45	SILVER
SPARBEE	DD	MONEL
Standby DD	DD	LUNAR
BURNS	DD	GREEN
KIMBERLEY	DD	OLIVE
HOEL	DD	EMERALD
Spare		SHANGHAI
Spare		HANGKOW
Spare		CHUNGKING

B. Carrier Flight Numbers, numerically by flight numbers:

<u>W/T (KEY)</u>	<u>CW and MCW</u>
<u>Sup-</u>	<u>Inner</u>
<u>port</u>	<u>Outer</u>
<u>Air</u>	<u>Inter-</u>
	<u>mediate</u>
	<u>A/S</u>

SHIP

V33	V34	V35	ENTERPRISE	CV6
V36	V37	V38	ESSEX	CV9
V39	V40	V41	YORKTOWN	CV10
V42	V43	V44	SARATOGA	CV3
V45	V46	V47	INDEPENDENCE	CVL22
V60	V61	V62	PRINCETON	CVL23
V63	V64	V65	BELLEAU WOOD	CVL24
V66	V67	V68	COWPENS	CVL25
V80	V81	V82	LEXINGTON	CV16
V83	V84	V85	BUNKER HILL	CV17
V86	V87	V88	MONTEREY	CVL26
V011	V012	V013	NASSAU	CVE16
V014	V015	V016	BARNES	CVE20
V017	V018	V019	SAGAMON	CVE26
V021	V022	V023	SUWANEE	CVE27
V024	V025	V026	CHENANGO	CVE28
V031	V032	V033	LISCOMB BAY	CVE56
V034	V035	V036	CORAL SEA	CVE57
V037	V038	V039	CORREGIDOR	CVE58

C. Cruiser and battleship voice (base) calls and flight numbers, numerically by types.

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OPERATION PLAN

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ANNEX A COMMUNICATION PLAN - APPENDIX II - Call List

COMM.

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AIRCRAFT CALLS (Continued)

Tarawa	V201 - V203	V395 - V399	V224 - V230	BRONZE
Makin	V271 - V273	V325 - V329	V294 - V300	BRASSY
ComAirCenPac OOV2				EAGLE

III. Aircraft call systems.

A. Three systems of calls are prescribed. They are:

1. Combat Air Patrol (CAP) calls, consisting of color designation of base, airplane division number, and number of the airplane. This is in accordance with the latest practices agreed upon by fighter director officers, and will be used only between fighter direction centers and fighter planes in the CAP.

Examples:

SARATOGA has been assigned the color RED. She has 9 divisions of four VF each (usual fighter complement of a CV. Then

RED BASE is call of SARATOGA.

RED ONE is first division of CAP consisting of

RED ONE ONE - No. 1 plane of list division

RED ONE TWO - No. 2 " " " "

RED ONE THREE-No. 3 " " " "

RED ONE FOUR-No. 4 " " " "

RED FIVE THREE.No.3 " " 5th "

RED NINE TWO- No. 2 " " 9th "

All transmissions to and from the CAP will be voice.

2. VOICE calls for all transmissions other than with the CAP. These consist of numeral(s) designating the plane (from part I above) plus: (1) color designation in the case of CV, CVL, and CVE; or (2) impromptu voice call in the case of BB, OBB, CA, and CL.

Examples:

As in 1 above, SARATOGA is assigned RED. INDIANA's voice call is BALBOA. Then

33 RED - No. 33 fighter from SARATOGA

52 RED - No. 12 VSB from SARATOGA

91 RED - No. 11 VTB from SARATOGA

107 BALBOA - No. 2 VOS from INDIANA.

3. Radiotelegraph (key) CW and MCW calls. These are the conventional VICTOR calls and are formed by combining the number designating the aircraft (from part I above) to the flight number (part II above).

~~SECRET~~

Operation Plan

CEN 1-43 Annex A Communication Plan - Appendix II - Call List.

Aircraft Calls (continued)

Examples:

SARATOGA search and attack missions are assigned the flight number V43. Then

OOV43 - Officer controlling search and attack flight from SARATOGA (C.O. of ship)

OV43 - Leader of search and attack flight from SARATOGA.

21V43 - No. 21 VF in search and attack flight from SARATOGA.

43V43 - No. 3 VSB in search and attack flight from SARATOGA.

85V43 - No. 5 VTB in search and attack flight from SARATOGA.

PORTLAND A/S patrols are assigned flight number V122. Then

OOV122 - Officer controlling A/S patrol from PENSACOLA (C.O. of ship)

OV122 - Leader of A/S patrol from PENSACOLA.

103V122 - No. 3 plane in A/S patrol from PENSACOLA.

B. Notes on the use of these calls:

1. In reporting to the Support Aircraft Commander (SAC) the pilot in command of the flight shall use his individual call. Upon hearing this call the SAC will assume it to belong to the officer in command of the flight regardless of the types of aircraft in the flight.

Example:

"Hello VICEROY, this is 43 RED reporting on station with 10 rats, 12 hawks, and 8 fish"

This will be construed to mean that the officer in command of the flight is flying No. 3 VSB from RED (SARATOGA) and that he has 10 VF, 12 VSB, and 8 VTB in the flight. "RATS", "HAWKS", and "FISH" are taken from the fighter director vocabulary, CCBP 0123.

2. Aircraft spotting the fall of shot on shore objectives have been assigned the voice call "SPYGLASS".
3. Aircraft spotting for firing ships in a surface ship engagement should use the voice call system described in A-2 or the radiotelegraph call system described in A-3 depending on how the transmissions are effected; i.e., voice or key.

OPERATION PLAN

No. 309 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs.

PART VI
NAVAL SHORE FIRE CONTROL SPOTTING PLAN

NORTHERN ATTACK FORCE

<u>NAVAL SHORE FIRE CONTROL PARTY</u>			<u>BLT OR RCT TO WHICH ATTACHED</u>	<u>ARTILLERY FROM WHICH DESIGNATED</u>	<u>FREQ. KCS.</u>	<u>INITIALLY DESIGNATED FIRE SUPPORT SHIP</u>	
<u>NO.</u>	<u>SFC CALL</u>	<u>NLO CALL</u>				<u>SHIP CALL</u>	<u>SHIP</u>
10		NLO 10	-165				
11	SFC 11	NLO 11	1-165	105-1	3875	FS 65	DEWEY (DD349)
12	SFC 12	NLO 12	3-165	105-3	3925	FS 66	HULL (DD350)
13	SFC 13		1-165	104-1	3955	FS 75	MAURY (DD401)
14	SFC 14		3-165	106-3	3975	FS 76	GRIDLEY (DD380)
15	SFC 15	NLO 15	2-165	105-2		FS 81	PHELPS (DD360)
16	SFC 16		1-165	249-2		FS 82	MACDONOUGH (DD354)

ADDITIONAL FIRE SUPPORT SHIPS

FS 60 SAN MEXICO (EB10)
FS 61 PENNSYLVANIA (EB30)
FS 62 MINNEAPOLIS (CA36)
FS 64 SAN FRANCISCO (CA38)
FS 71 IDAHO (BB42)
FS 72 MISSISSIPPI (BB41)
FS 73 NEW ORLEANS (CA32)
FS 74 BALTIMORE (CA68)

OPERATION L.L.M.

No. Con 1-43 (ANNEX A - Communication Plan) APPENDIX II Call Signs.

PART VI
NAVAL SHORE FIRE CONTROL SPOTTING PLAN

SOUTHERN ATTACK FORCE

NAVAL SHORE FIRE CONTROL PARTY		BMT OR RCT TO WHICH ATTACHED	FREQ. KCS.	INITIALLY DESIGNATED FIRE SUPPORT SHIP	
NO.	SFC CALL	NLO CALL		SHIP CALL	SHIP
20		NLO 20	-2		
21	SFC 21	NLO 21	1-2		
22	SFC 22	NLO 22	2-2		
23	SFC 23	NLO 23	3-2		
60		NLO 60	-6		
61	SFC 61	NLO 61	1-6		
62	SFC 62	NLO 62	2-6		
63	SFC 63	NLO 63	3-6		
80		NLO 80	-8		
81	SFC 81	NLO 81	1-8		
82	SFC 82	NLO 82	2-8		
83	SFC 83	NLO 83	3-8		

FIRE SUPPORT SHIP CALLS

FIRE SUPPORT SECTION I.

FS 11 TENNESSEE (BB43)
FS 12 MOBILE (CL63)
FS 13 BIRMINGHAM (CL62)
FS 14 BAILEY (DD492)
FS 15 PRAZIER (DD607)

FIRE SUPPORT SECTION II.

FS 21 MARYLAND (BB46)
FS 22 SANTA FE (CL60)
FS 23 GANSEVOORT (DD608)
FS 24 MELDE (DD 602)

FIRE SUPPORT SECTION III.

FS 31 COLORADO (BB45)
FS 32 PORTLAND (CA33)
FS 33 ANDERSON (DD411)
FS 34 RUSSELL (DD414)

FIRE SUPPORT SECTION IV.

FS 41 RINGGOLD (DD500)
FS 42 DASHIELL (DD659)

FIRE SUPPORT SECTION V.

FS 01 INDIANAPOLIS (CA35)
FS 02 SCHROEDER (DD501)

OPERATION PLAN

No. Gen 1-43 (Annex A - Communication Plan) Appendix II Call Signs.

PART VI
NAVAL SHORE FIRE CONTROL SPOTTING PLAN

ADDITIONAL CALL SIGNS FOR NAVAL SHORE FIRE CONTROL NETS ARE AS FOLLOWS:

<u>Unit or Command</u>	<u>CW Call</u>	<u>Voice Call</u>
Com Assault Force	5DP	Anzac
Any or all Fire Support Ships	6AR	Gingersnap
Com Box Cloth Landing Force	5TD	Maxwell
Com Northern Attack Force	5DP	Anzac
Com Southern Attack Force	7UM	Rugby
CG Box Cloth Landing Force	6BT	Molly
CG Northern Landing Force	8HP	Potluck
CG Southern Landing Force	6PH	Garfield
Com Fire Support Unit 1	5CM 1	Rustic 1
Com Fire Support Unit 2	5CM 2	Rustic 2
Com Fire Support Unit 3	5CM 3	Rustic 3
Com Fire Support Unit 4	5CM 4	Rustic 4
Com Fire Support Unit 5	5CM 5	Rustic 5
Com Fire Support Section 1	1HT 1	Trigger 1
Com Fire Support Section 2	1HT 2	Trigger 2
Com Fire Support Section 3	1HT 3	Trigger 3
Com Fire Support Section 4	1HT 4	Trigger 4
Com Fire Support Section 5	1HT 5	Trigger 5
Com Fire Support Unit 1 Box Cloth	6SB 1	Cyclops 1
Com Fire Support Unit 2 Box Cloth	6SB 2	Cyclops 2
Com Fire Support Unit 3 Box Cloth	6SB 3	Cyclops 3
Any Airplane Spotting for Shore Based Artillery	7BR	Spyglass

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OPERATION PLAN

COMM
A-11

CEN 1-43 ANNEX "A" - COMMUNICATION PLAN - APPENDIX II CALL LIST

SPECIAL CALL SIGNS

ASSIGNMENT

CALL

Island Bases:

All Island Bases	Z1D		
copying JUMP			
broadcast			
do	Z2C		
do	Z3T		
MIDWAY	Z5E		
JOHNSTON	Z8N		
PAIMYRA	Z9N		
FUNAFUTI	Z5P		
do	Z2L		
CANTON	Z2K		
NANOMEA	Z1W		
NUKUFETAU	Z7M		
SAMOA (Tutuila)	Z5F		
	Z8U	For Island assignment	
	Z9E	For Island assignment	
	Z3S	For Island assignment	
	Z9Y	For Island assignment	
	Z7E	For Island assignment	
	Z2G	For Island assignment	
BAKER ISLAND	Z1B		

Surface Forces
TASK ORGANIZATION

All Task Force			
Comdrs. Galvanic	Z2W	Z3P	Z7G
Task Force Comdr.			
COMCENFOR			
(Fleet Flag)	Z5A	Z7L	Z9T
Commander			
Assault Force	Z7D	Z1G	
Commander			
5th Amph Corps	Z8B	Z2X	
Commander			
Support Aircraft	Z8G	Z3M	
Commander			
Northern Attack Force	Z1T	Z5C	
Commander			
Northern Landing			
Force	Z2V	Z7O	
Commander			
Southern Attack Force	Z3O	Z9B	

OPERATION PLAN

COMM
A-11

CEN 1-43 ANNEX "A" - COMMUNICATION PLAN - APPENDIX II CALL LIST

SPECIAL CALL SIGNS (Cont)

<u>SURFACE FORCES</u> <u>TASK ORGANIZATION (Cont)</u>	<u>CALL</u>	
Commander		
Southern Landing Force	Z3X	Z8F
Commander		
Carrier Force	Z5K	Z7Y
Commander		
Northern Carrier Group	Z7F	Z9J
Commander		
Southern Carrier Group	Z5J	Z8K
Commander		
Relief Carrier Group	Z3Z	Z9E
Commander		
Defense Forces & Shore		
Based Air (Air Force CenPac)	Z9Q	Z8C
Striking Group	Z7K	Z8R
Search & Recce Group	Z3R	Z9S
Sagoa & Wallis Group	Z5G	Z1R
Fleet Oilers on Station Galvanic	Z1Y	Z2E Z9X
Fleet Oilers Operating Under		
ComCenPacFor	Z3S	Z8S
Salvage Vessels Operating Under		
Orders of ComCenPacFor	Z9Z	Z3V

- FOR ASSIGNMENT BY COMCENPAC -

Z1U	Z2A	Z3U	Z9V
Z1V	Z2B	Z8V	
Z1X	Z2D	Z8Y	
Z1Z	Z2F	Z8Z	

- SPECIAL ASSIGNED CALLS -

FRUPAC Channel	Z2M	Appears NPM Primary Fox only
	(Z1K)	
Any or all holders of	(Z2T)	Appears on either NPM
SPECIAL channel #35	(Z5M)	Primary Fox or JUMP Fox
	(Z8W)	

ASSIGNMENTS OF NUMERICAL CALLS

<u>CALL</u>	<u>Assigned</u>
Z1B	Radio Baker Island
Z1D	All Island Bases, CenPac copying JUMP Broadcast
Z1G	Commander Assault Force
Z1K	Holder of Special Channel #35 (NPM Primary Fox or JUMP Fox)

CEN 1-43 ANNEX "A" - COMMUNICATION PLAN - APPENDIX II CALL LIST

ASSIGNMENTS OF NUMERICAL CALLS (Cont)

Z1R	Samoa and Wallis Group
Z1T	Commander Northern Attack Force
Z1U	For assignment
Z1V	For assignment
Z1W	Radio Nanomea Island
Z1X	For assignment
Z1Y	Fleet Oilers on Station, GALVANIC
Z1Z	For assignment
Z2A	For assignment
Z2B	For assignment
Z2C	All Island Bases CenPac copying JUMP Broadcast.
Z2D	For assignment
Z2E	Fleet Oilers on Station, GALVANIC
Z2F	For assignment
Z2G	Radio _____ Island
Z2K	Radio Canton Island
Z2L	Radio Funafuti Island
Z2M	FRUPAC Channel (NPM Primary Fox only)
Z2P	Radio Canton Island
Z2S	Radio _____ Island
Z2T	Holder of Special Channel #35 (NPM Primary Fox or JUMP Fox)
Z2V	Commander Northern Landing Force
Z2W	All Task Force Commanders, Galvanic
Z2X	Commander 5th Amphibious Corps
Z3M	Commander Support Aircraft
Z3O	Commander Southern Attack Force
Z3P	All Task Force Commanders, Galvanic
Z3R	Commander Search and Rescue Group
Z3S	Fleet Oilers operating under ComCenPacFor
Z3T	All Island Bases, CENPAC copying JUMP Broadcast
Z3U	For assignment
Z3V	Salvage Vessels operating under orders ComCenPacFor
Z3X	Commander Southern Landing Force
Z3Z	Commander Relief Carrier Group
Z5A	Task Force Comdr. (COMCENPAC) (Fleet Flag)
Z5C	Commander Northern Attack Force
Z5E	Radio Midway
Z5F	Radio Samoa (Tutuila)
Z5G	Samoa and Wallis Group
Z5J	Commander Southern Carrier Group
Z5K	Commander Carrier Force
Z5M	Holder of Special Channel #35 (NPM Primary Fox or JUMP Fox)
Z5P	Radio Funafuti
Z7D	Commander Assault Force
Z7F	Commander Northern Carrier Group
Z7G	All Task Force Commanders, Galvanic
Z7K	Commander Striking Group

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART VII

Decode by CW Call Signs

<u>CW CALL</u>	<u>UNIT</u>	<u>VOLUME CALL</u>
1AL	NASHVILLE (CL 43)	Norman
1AY	Comdesdiv 95	Katinka
1BA	Desdiv 96	Highlight
1BQ	Hqtrs. 27th Inf. A/L Team	Wildfire
1BU	Hqtrs. 2nd Mardiv A/L Team	Cossack
1BY	ST. LOUIS (CL 49)	Tamarack
1CB	CALVERT (APA 32)	Braggart
1CR	TG 54.1	Corncob
1CV	TG 52.4	Ashdown
1DC	TENNESSEE (BB 43)	Gaucha
1DS	Fueling (oiling) Unit	Hudson
1DX	Comdesdiv 1	Popcorn
1ED	Cardiv 22	Waldo
1ET	PECOS (AO 65)	Terra Haute
1EW	INDIANAPOLIS (CA 35)	Culpepper
1FE	TG 54.8	Gridiron
1FR	MILLICOMA (AO 73)	Walla Walla
1FD	MARYLAND (BB 46)	Punchbowl
1GA	TG 50.3	Locust
1GF	SUVANNEE (CVE 27)	Masonic
1HG	DASHING WAVE ()	Camino
1HT1	Com Fire Support Section 1	Trigger 1
1HT2	Com Fire Support Section 2	Trigger 2
1HT3	Com Fire Support Section 3	Trigger 3
1HT4	Com Fire Support Section 4	Trigger 4
1HT5	Com Fire Support Section 5	Trigger 5
1HU	INDEPENDENCE (CV 22)	El Centro
1JH	CAPE SAN MARTIN ()	Powderhorn
1JE	ESSEX (CV 9)	Toronto
1KC	HARRIS (APA 2)	Bristol
1KJ	MARTIN (DE 30)	Fort Wayne
1KY		Africa
1LA	TG 52.2	Safari
1LB	PENNSYLVANIA (BB 38)	Omar
1LK	Combatdiv 8	Blowhole
1LY	LST 477	Conway
1MB	Air Coordinator North #1	Clipper 1
1MK	Air Coordinator North #2	Clipper 2
1ML	Comdesron 25	Fresno
1MG	COLORADO (BB 45)	Eureka
1ND	SAN FRANCISCO (CA 38)	Sutter

OPERATION 100

No. Gen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART VIII

Decode by CW Call Signs - Continued

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
1PH		Chestnut
1PD	Air Coordinator South #1	Spartan 1
1PN	ERBEN (DD 631)	Flagstaff
1QE	Air Coordinator South #2	Spartan 2
1QL	SAC Makin	Terrific
1QM	Desdiv 41	Augustus
1QP	CABANA (DE 260)	Calchester
1RQ	TG 52.8	Tombstone
1SG	SAC Tarawa	Dynamo
1SK	SARATOGA (GV 3)	Blackduck
1SR	COMPENS (CVL 25)	Canebrake
1TH	SAC GALVANIC	Viceroy
1TJ	CTG 50.1 (Relief Carrier Group)	Tycoon
1TS	CHARLOTTE (DD 581)	Flathead
1UJ	SAC Makin - Standby	Blazer
1UQ	FARGO (DD 348)	Altoona
1UR	SAC Tarawa - Standby	Cougar
1UT	Batsiv 8	Topoka
1VK	SAC GALVANIC - standby	Plastic
1VT	PLATTE (AO 24)	Rockabye
1VU	HARRY LEE (APA 10)	Okanogan
1WL	SAC Makin Ashore	Freeport
1WN		Seekonk
1WV	PORTLAND (CA 33)	Horseshoe
1XM	SAC Tarawa Ashore	Rocket
1XS	LA VALLENTINE (DD 448)	Klondike
1XW	ComCruidiv 9	Hornbeck
1YN	SAC GALVANIC Ashore	Hotfoot
1YP	HARRISON (DD 573)	Ozark
1YX	Comdesdiv 96	Fallbrook
2AP	CAPE CONSTANTINE	Lehigh
2AX	NORTH CAROLINA (BB 55)	Hannibal
2BL	BAILEY (DD 492)	Lombard
2BY	TG 54.4	Babcock
2CA	HAYWOOD (APA 6)	Hozekiah
2CY	ComCruidiv 5	Paradise
2DB	WILEMAN (DE 22)	High Pass
2DR	JANE ADAMS (AP)	Broadway
2DV	CTG 52.5	Selkirk
2EC	TG 52.6	Flanagan
2EX	BALTIMORE (CA 68)	Push Rod

OPERATION PLAN

No. Cen 1-43 (ANNEX A -- Communication Plan) APPENDIX II Call List.

PART VIII

Decode by CM Call Signs - Continued.

<u>CM Call</u>	<u>Unit</u>	<u>Voice Call</u>
2FD	BELLEGROVE (LSD 2)	Sausalito
2FT	TG 52.2	Bagdad
2FV	IZARD (DD 589)	Bucktooth
2GE	PRESIDENT POLK (AP 103)	Baldknob
2GD	CORREGIDOR (CVE 58)	Draco
2GR	Desron 25	Shattuck
2HA	Desdiv 91	Steamboat
2HF		Hocking
2HV	TG 51.10	Bonaparte
2JG	PRINCETON (CVL 23)	Waco
2KE	ISHERWOOD (DD 520)	Calexico
2KH	Desdiv 42	Smokey
2JW	IST 476	Shasta
2LC	CTG 50.3 (So. Carrier Group)	Frolic
2LY	CTG 50.6	Trojan
2MB	TG 50.4	Vulture
2MK	TG 51.2	Dutchman
2MA		Calgary
2MY	CTG 52.3	Jackstraw
2NB	SABINE(AO 25)	Wyandotte
2NG	DALE (DD 353)	Boulder
2NL	TF 54	Bluejacket
2PD	GREINER (DD 37)	Oxnard
2PM	Comdesron 1	Sunflower
2QD	MACKINAC (AVP 13)	Ladylake
2CH	CTG 51.1	Victoria
2QW	Crudiv 6	El Dorado
2RM	DASHIEL (DD 659)	Teaticket
2RP	Crudiv 9	Winnepeg
2ST		Bullsgap
2SQ	MORRIS (DD 417)	Kenosha
2TG	Desdiv 12	Carnival
2TK		Hodown
2TR	CTG 54.1	Kalamazoo
2UJ	CONNER (DD 582)	Monroe
2US	Comcrudiv 11	Mascot
2VQ	NEW ORLEANS (CA 32)	Horatio
2VR	Comair FUM-FUTI	Baltic
2VT	CHESTER (CA 27)	Gypsy
2WT	A. MIDDLETON (APA 25)	Cato
2WU		Wildrose
2XV	Transdiv 4	Jamboree
2YW	HALE (DD 642)	Kilgore

OPERATION PLAN

No. Cen 1-43 (ANNEX A -- Communication Plan) APPENDIX II Call List.

PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
3AM	All Task Force Comms. GALVANIC	Syndicate
3AN	TG 53.4	Lockinvar
3BN	TG 57.3	Broncho
3BP	TG 51.3	Juniper
3BX	TAPPAHANNOCK (AO 43)	Auckland
3CL	VIRGO (AKA 20)	Wenatchee
3CP	LST 431	Kodiak
3DQ	TALIULAH (AO 50)	Zanzibar
3DU	Comair Canton	Timbuctoo
3DA	TF 53	Tomahawk
3DY	REQUISITE (AM 109)	Hawthorn
3EB	TG 52.3	Turnpike
3EQ	CTG 50.9	Trumpet
3EV	CAPE FEAR ()	Van Buren
3FC	PIERCE (APA 50)	Dalton
3FS	LST 478	Oregon
3FX	Fueling Group (ship or ships receiving fuel)	Seacard
3GD	TG 52.5	Potlatch
3GT	EDWARDS (DD 619)	Butternut
3GN	Transdiv 6	Cranberry
3HD	ComCombatairTransron	Rangoon
3HE		Delaware
3HR	LST 244	Hackberry
3HU	CTG 57.10	Wilcox
3JA	THUBAN (AKA 19)	Freedom
3JF	JENKINS (DD 447)	Pilchuck
3KG	Comcrudiv 6	Polkadot
3KU	TRATHEN (DD 530)	Chicopee
3KW		Plymouth
3LE	PRESIDENT MONROE (APA 31)	Sandusky
3LF	TG 53.7	Splashdam
3MJ	Combatdiv 3	Hotspring
3NA	CTG 57.2	Stalker
3NB	SANGAMON (CVE 26)	Tonto
3NK	Comdesdiv 41	Cameo
3PG	ISLAND MAIL (XLP 119)	Tocus
3PL		Clayton
3PK	CTG 54.10	Rampart
3QD	Comdesdiv 91	Lovejoy
3QM	SAGE (AM 111)	Chugwater
3RD	CTG 53.4	Fatima

OPERATION PLAN

No. Con 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
3RH	Contransdiv 4	Pocohontas
3RN	LEHARDY (DE 20)	Koran
3SE	SAN DIEGO (CL 53)	Antonio
3SL	SWAN (AVP 7)	Duckabush
3SM	ALCYONE (AKA 7)	Moffatt
3SP		Newaygo
3TF	TG 53.5	Gunlock
3TM	LST 84	Lapland
3TQ	Crudiv 13	Winnetka
3UG	CLAMP (ARS 33)	Dragnet
3UK	ROBIN WENTLY (AP 169)	Brandywine
3UR	MORMACPORT (KAP)	Galena
3VH		Davenport
3VJ	DOYEN (APA 1)	Pinto
3VS	TITAL (AK)	Niagara
3WQ	HOEL (DD 533)	Falcon
3WR	CTG 52.10	Benedict
3WT	TG 54.6	Dairyland
3XT	DIONNE (DE 261)	Gideon
3YL	CTG 57.8	Applegate
3YN		Durango
3YV	CTG 54.7	Tidewater
4AL	LST 243	Cora
4AN	CHEMANGO (CVE 28)	Redwine
4AV		Westport
4BM	NEOSHO (AO 48)	Pikes Peak
4BS	FRANKS (DD 554)	Lionel
4BW	CTG 52.8	Chatierbox
4CN	CTG 57.1	Piccolo
4CP	TG 53.6	Montague
4CX		Teakwood
4DL	CTG 51.3	Panhandle
4DY	PHELPS (DD 360)	Bismark
4EA	CTG 51.2	Buckeye
4EQ	LST 205	Sahara
4EU	CTG 57.10	Jailbird
4EY	COWELL (DD 547)	Climax
4FB		Palo Alto
4FQ	KASKASKIA (AO 27)	Grand Bank
4FR	TG 52.9	Nutmeg
4FV	DEWEY (DD 349)	Lockhart
4GC	NEVILLE (APA 9)	Ric Rac
4GS	CTG 57.7	Calcutta
4GK	Desdiv 15	Hambone
4HD		Laguna
4HT	CTF 51	Coronet

OPERATION PLAN

No. Cen 1-43 ANNEX A - Communication Plan) APPENDIX II Call List

PART VIII

Decode By CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
4HW	CTG 53.7	Waterloo
4JE	Cardiv 3	Crabtree
4JR	USS JUPITER (AK 43)	Goldwyn
4KA	BROWN (DD546)	Yakutat
4KF	LST 241	Guinevere
4KV	CTG 53.10	Winsocki
4LG	RADFORD (DD446)	Lancaster
4LT	CIMARRON (AO-22)	Denmark
4LU	CTG 54.6	Cornwall
4ME	Batdiv 3	Starlight
4MH	PENSACOLA (CA 24)	Skylark
4MX	TG 50.9	Frogleg
4NC	GRIDLEY (DD 380)	Liveoak
4NJ	Comtransdiv 6	Shortcreek
4PA		Flickertail
4PB	Desdiv 95	Salinas
4PK	NICHOLAS (DD 449)	Shoemaker
4PY		Peacock
4QL	LEXINGTON (CV 16)	Hancock
4QG		Marrowbone
4RD	Batdiv 2	Paducah
4RC	TG 53.11	Petticoat
4RM	LA SALLE (AP-102)	Mastodon
4SD		
4SH	BOYD (DD 544)	Goodhope
4SN	Comdesron 2	Cairo
4TE	CTG 57.4	Mohawk
4TL	LST 482	Shiloh
4TP	CTG 54.4	Crownheart
4TM	Desdiv 27	Revere
4UQ	EMERY (DE 28)	Jemima
4VC	Comair Baker	Hellgate
4VG	TG 50.10	Pontiac
4VR	Transdiv 18	Yucatan
4WH	LST 484	Malta
4WJ	Crudiv 11	Turlock
4WS	SOUTH DAKOTA (BB 57)	Danube
4XQ	ENTERPRISE (CV 6)	Pedro
4XT	Comtransdiv 18	Dolores
4YK	CTG 50.8	Hermit
4YT	SCHROEDER (DD 501)	Fulaski
4YU	Comdesdiv 92	Reuben

OPERATION PLAN

No. Cen 1-43 ANNEX A - Communication Plan) APPENDIX II Call List.

PART VIII

Decode By CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
5AH	CTG 51.5	Pelican
5AU	SANTA FE (CL 60)	Poplar
5BL	Saranae	Barbados
5BN	YOUNG AMERICA (XAP)	Josiah
5BV	CTG 51.6	Waldorf
5CML- 5	Com F.S. Unit, North, 1, 2, 3, 4 or 5	Rustic 1 - 5
5CS	Hqtrs SAC Galvanic	Lenox
5CW	Comcardiv 1	Jocko
5DJ	WILSON (DD 408)	Peoria
5DN	TANASA (AT 92)	Surfboard
5DP	CTF 54	Anzac
5DX	ALABAMA (BB 60)	Roadhouse
5EL	TG 54.4	Pickwick
5EY	MONROVIA (APA 31)	El Paso
5FA	CTG 54.8	Blockhouse
5FQ	TG 54.9	Stillwater
5FU	SAUGATUCK (AO 75)	Montezuma
5FY	ZEILIN (APA 3)	Carlotta
5GB	HEERMAN (DD 532)	Cowcow
5GQ	TG 52.10	Burbank
5GR	LST 242	Beulah
5GV	GUADALUPE (AO 32)	Mayflower
5HC	ANDERSON (DD 411)	Elmira
5HS		Floodwood
5HX	TAYLOR (DD 468)	Dogwood
5JD	Crudiv 5	Lorenzo
5JT	CTG 57.6	Coquette
5JW	YORKTOWN (CV 10)	Saint Joe
5KD	LST 218	Spokane
5KE	SHERIDAN (APA 51)	Tenstrike
5KR	Transdiv 20	Lightfoot
5KU	CTG 52.1	Decatur
5LA	Cape Stevens	Spanker
5LF	RINGOLD (DD 500)	Oldtown
5LV	CURTISS	Carbarn
5MG	CLOUES (DE 265)	Angola
5MU	Comdesdiv 27	Hogan
5MW	TG 57.8	Skidmore
5NE	LEONARD WOOD (APA 12)	Seneca
5NH	BANCROFT (DD 598)	Beanstalk
5PY	TG 53.1	Lookout
5QA	LST 480	Ambrose
5QB	LST 240	Nola
5QK	WICKES (DD 578)	Muskogee

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PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
5RB	TG 57.10	Goblet
5RG	Comcardiv 22	Moosejaw
5RK	CTG 50.7	Hijinx
5RL	Desron 2	Crownking
5SD	Minneapolis (CA 36)	Oswego
5SM	B.R. HASTINGS (DE 19)	Holbrook
5TD	CO Boxcloth Attack Force	Maxwell
5TH	W.D. PORTER (DD 579)	Lonetree
5TN	Comcrudiv 13	Ferdinand
5UE	TG 53.9	Democrat
5UM	Batdiv 9	Yukon
5UP	MURRAY (DD 576)	Limerick
5VF	BIRMINGHAM (CL 62)	Pineknot
5VQ	C.R. GREER (DE 23)	Joe Blow
5WC	TG 57.9	Tiffany
5WK	LUCE (DD 522)	Lowgap
5WR	Comdesdiv 15	Quebec
5XS	NEW MEXICO (BB 40)	Jackson
5YQ		Hartford
5YT	WINTLE (DE 25)	Joppa
6AJ	CTG 53.8	Sherkey
6AQ	5th Bn. 10th Marines	Fishtrap
6AR	Any or all Fire Support Ships	Gingersnap
6AT	Marines BLT 3/2	Holdback
6BT	CO 6th Marines	Molly
6BU	SP RCT 6	Seminole
6BU1	SP BLT 1/6	Seminole 1
6BU2	SP BLT 2/6	Seminole 2
6BU3	SP BLT 3/6	Seminole 3
6CN	Marines BLT 1/8	Ally
6CV	Co. C, 2nd Tank Bn.	Gravel Charlie
6DS	2nd Bn. 10th Marines	Fossil
6DW	Co. D, 2nd Tank Bn.	Growl
6EJ	TG 57.7	Chrysler
6EN	SP RCT 8	Chocktah
6EN1	SP BLT 1/8	Chocktah 1
6EN2	SP BLT 2/8	Chocktah 2
6EN3	SP BLT 3/8	Chocktah 3
6EP		Pawtucket
6EX	MC KEE (DD 575)	Mobscott
6FL	BUNKER HILL (CV 17)	Bad Axe
6FP	CTG 51.7	Ottawa
6FY	Hqtrs Second Mardiv	Grillwork

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PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
6GA	MONAGHAN (DD 354)	MacNab
6GQ	TG 53.10	Serator
6GY	ADC, 2nd Mardiv	Gallop
6HB	BRADFORD (DD 545)	Rockcastle
6HR	LST 179	Arlington
6HV	Marines BLT 1/2	Hickory
6JC	KIMBERLEY (DD 521)	Roxana
6Jg		
6JX	Marines BLT 1/6	Medal
6KD	Regimental Weapons Co. RCT 2	Hobble
6KT		
6KW	H.C. THOMAS (DE 21)	Avalon
6LD		
6LE	Marines BLT 3/6	Milkcan
6LR	1st Bn. 10th Marines	Filly
6LU		
6MA	Marines BLT 2/8	Allergy
6MF	CO 18th Marines	Oiltank
6NG	2nd Bn. 18th Marines	Oscillate
6NU	SP RCT 2	Cherokee
6NU1	SP BLT 1/2	Cherokee 1
6NU2	SP BLT 2/2	Cherokee 2
6NU3	SP BLT 3/2	Cherokee 3
6NW		
6PE	3rd Bn. 10th Marines	Felthat
6PH	CG 2nd Mardiv	Garfield
6QC	Marines BLT 2/6	Moral
6QJ	Co. A, 2nd Amphib Tractor Bn.	Pallmall Able
6RB	Regimental Weapons Co, Marine RCT 8	Asbestos
6RK	Co. A, 2nd Special Weapons Bn.	Gallows
6RY	CTG 50.2	Jocko
6SB1	Com. Fire Support, Unit #1 (Boxcloth)	Cyclops 1
6SB2	Com. Fire Support, Unit #2 (Boxcloth)	Cyclops 2
6SB3	Com. Fire Support, Unit #3 (Boxcloth)	Cyclops 3
6SG	CO 2n Marines	Halter
6SL	Co. A, 2nd Tank Bn.	Gravel Able
6TC	SAN JUAN (CL 54)	Conrad
6TD	Rgtl Wpns. Co. RCT 6	Hillstream
6TE	3rd Bn. 18th Marines	Oliver
6UD	CORAL SEA (CVE 57)	Whiteoak
6UH	Marines BLT 3/8	Allot
6UN	Co. B, 2nd Amphib Tractor Bn.	Pallmall Baker

**2 nd Mardiv Spares:

6MV
6NT

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PART VIII

Decode By CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
6VE	STERRET (DD 407)	Ontario
6VL	CTG 50.10	Dingbat
6VM	Marines BLT 2/2	Helpmate
6VP	4th Bn. 10th Marines	Fatal
6WA	TF 57	Snowflake
6WF	Co. B, 2nd Tank Bn.	Gravel Baker
6WG	CTG 53.3	Clambake
6WQ	Second Amphib Tractor Bn.	Fallmall
6XC	ARAPAHO (AT 68)	Percolator
6XG	TG 57.4	Bonesteel
6XK	Co. C, 2nd Amphib Tractor Bn.	Pallmall Charlie
6XR	CO Marines RCT 8	Alphabet
6XH	LST 69	Volga
6YJ	1st Bn. 18th Marines	Owlroost
6YS	CO 10th Marines	Florida
7AH	TG 53.3	Concord
7AJ	HULL (DD 350)	Pickaway
7AS	W.P. BIDDLE (APA 8)	Kankakee
7BJ	NESHANIE (AO 71)	Pipestone
7BQ	FLETHCER (DD 445)	Skipjack
7BR	Any aircraft spotting for shore based artillery	Spyglass
7BT	Comcardiv 24	Riverside
7CH	CTG 57.4	Quintico
7CT	SUALICO (AO 49)	Mohican
7CU	RUSSELL (DD 414)	Waukogan
7DL	CTG 52.2	Larkspur
7DN	LISCOMBE BAY (CVE 56)	Crockett
7DV	FELAND (APA 11)	Maverick
7EM		
7ES	MOBILE (CL 63)	Matapan
7EG	Combatdiv 2	Calico
7FN	TG 57.2	Tiptop
7FX	Combatdiv 6	Killarney
7GL	ASHLAND (LSD 1)	Saskatoon
7GP	CTG 50.5	Dodger
7GY	CTG 52.7	Bearlake
7HA	ORMSBY (APA 49)	Titwillow
7HQ	TG 50.1	Beagle
7HY	Desron 1	Humboldt
7JB	MAC DONOUGH (DD 351)	Moonglow
7JQ	CTG 51.8	Ramsgate

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No. Cen 1-43 ANNEX A - Communication Plan) APPENDIX II Call List.

PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
7JR	NASSAU (CVE 16)	Tuxedo
7JV		Wechawken
7KS	CTG 53.2	Jamaica
7KX		Swampscott
7LD	Desdiv 92	Stockton
7LT	CTG 53.5	Apache
7LW	WALKER (DD 517)	Homestead
7MD	Comair Nukufetau	Yakima
7ME	CTG 52.4	Laramie
7MR	IDAHO (BB 42)	BigBear
7MU	LST 78	Corvallis
7NA	BELLEAU WOOD (CVL 24)	Kitsap
7NF	Batdiv 9	Colfax
7NV	CTG 54.2	Acrobat
7PG	TG 51.4	Bradshaw
7PT	TG 54.10	Yonkers
7PU		Scranton
7PW	LST 23	LaCrosse
7QE		Journal
7QH	SALT LAKE CITY (CA 25)	De Soto
7QX	CTG 53.2	Hardtack
7RJ	MEADE (DD 602)	Minot
7RY	TG 51.1	Tripod
7SA	All ships Galvanic	Stockade
7SB	STACK (DD 406)	Einstein
7SK	KIDD (DD 661)	SAGINAW
7SY	Hqtrs 5th Amphib Corps	Chicago
7TB	CTG 51.9	Glencoe
7TG	MASSACHUSETTS (BB 59)	Romeo
7TL	TF 52	Morocco
7UC	TF 50	Geronimo
7UD		San Mateo
7UM	TF 53	Rugby
7VD	LST 169	Shannon
7VH	TG 54.5	Anaconda
7VN	AYLWIN (DD 355)	Baca
7WE	MONTEREY (CVL 26)	Scotland
7WL	TG 57.4	Wallback
7WM	REVENGE (AM 110)	Waycross
7XF	LCT's (Collective Call; Append Hull No.)	Snack
7XG	LST 34	Cordova
7XQ	TG 54.11	Dryfork

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PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
7YG	CTG 57.5	Stiletto
7YR	INDIANA (EB 58)	Balboa
8AC	(27th Div spare)	
8AR	Intell. and Rec'n Platoon, Army RCT 165	Bull
8BH	(27th Div spare)	
8BJ	CG 27th Div Artillery	Jake
8BS	SIGSBEE (DD 502)	Carlton
8CJ	(27th Div spare)	
8CQ	Cannon Co., Army RCT 165	Amos
8CR	(27th Div Spare)	
8CT	CO Army RCT 165	Acre
8DH	(27th Div spare)	
8DK	Platoon Rec'n Co, 5th Phibcorp	Barber
8DT	BURNS (DD 588)	Aberdeen
8DU	Army : BLT 2/165	Actor
8EL	(27th Div spare)	
8EN	CO 102nd Engineer Bn.	Catwalk
8EV	TG 50.6	Harpoon
8FM	(27th Div spare)	
8FS	TG 51.6	Crawford
8FW	CO SP RCT 165	Navaajo
8GJ	(27th Div spare)	
8GN	(27th Div spare)	
8GP	CTG 51.10	Bobolink
8GX	SP Army BLT 1/165	Iriquois
8HL	CO 152nd Engineer Bn.	Cocker
8HP	CG 27th Div. (Fwd Ech.)	Potluck
8HY	SP Army BLT 2/165	Blackfoot
8JA	(27th Div spare)	
8JQ	105th Field Artillery Bn.	Joker
8JY	(27th Div spare)	
8KB	(27th Div spare)	
8KR	(27th Div spare)	
8KV	(27th Div spare)	
8LC	(27th div spare)	
8LS	(27th Div spare)	
8LX	(27th Div spare)	
8MD	(27th Div Spare)	
8MT		
8MW	(27th Div Spare)	
8NE	(27th Div spare)	
8NR	(27th Div spare)	

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PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
8NU	CG 27th Div (Rear Ech.)	Axle
8PA	(27th Div spare)	
8PF	(27th Div spare)	
8PV	Army CT 165 Net (collective)	Ashby
8QG	(27th Div spare)	
8QT	27th Div Field Artillery Net (Collective)	Judas
8QU	(27th Div spare)	
8QW	Army B. LT 3/165	Abie
8RE	(27th Div spare)	
8RH	(27th Div spare)	
8RX	Rec'n Liaison Officer, 27th Div	Bolo
8RX1	Rec'n Ln. Car #1, 27th Div	Bolo 1
8RX2	Rec'n Ln. Car #2, 27th Div	Bolo 2
8RX3	Rec'n Ln. Car #3, 27th Div	Bolo 3
8SC	(27th Div spare)	
8SJ	(27th Div spare)	
8SY	Anti Tank Co., Army C T 165	Andy
8TB	(27th Div spare)	
8TK	(27th Div spare)	
8TY	CO 193rd Tank Bn.	Wishful
8UB	SP BLT 3/165	Comanche
8UG	27th Div Command Net (collective)	Albion
8UL	HUGHES (DD 410)	Hackensack
8VC	Rec'n Army RCT 165 Net (collective)	Boxer
8VD	JOHN RODGERS (DD 574)	Alamo
8VM	106th Field Artillery Bn.	Joint
8WD	TG 50.8	Grizzly
8WH	TG 51.9	Liverpool
8WN	CO 1st Bn. 98th Coast Artillery	Homer
8XE	Field Liaison RCT 165	Brush
8XL		
8XM	Rec'n Car #1 165 C T	Blinker
8XP	7th Def. Bn (AA Arty) Comdr. Def Troups, Makin	Angel
8YF	Army LT 1/165 Bn.	Ample
8YG	(27th Div spare)	
9AF	WHITEMAN (DE 24)	Witchhazel
9AG	TG 53.8	Muskrat
9AQ	SCHUYLKILL (AO 76)	Menlo Park
9BK		Hopewell
9BR		Braddock
9CH	BURSUIT (AM 108)	Carson
9CJ	WASHINGTON (BB 56)	Del Rio

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PART VIII

Decode by CW Call Signs - Continued.

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
9CS	Comdesdiv 42	Cheerio
9DJ	Comair Nanumea	Tipperary
9DQ		Pocotello
9DT	Comtransdiv 20	Romantic
9EK	TF 51	Caucus
9ET	BARNES (CVE 20)	Topock
9FL	LST 20	Fremont
9FN	DUFFY (DE 27)	Sagamore
9FV	LST 19	Clayborne
9GM	LACKAWANNA (AO 40)	Kentucky
9GS	CTF 57	War Eagle
9HW	CTG 54.2	Creosote
9HJ	CTG 57.3	Torchlight
9HN	CTG 53.9	Trinidad
9HP	J.F. BELL (APA 16)	Redrock
9HX	DEMPSEY (DE 26)	Las Vegas
9JL	TYPHOON ()	Lander
9JY	STADTFIELD (DE 29)	Fourdice
9KA	CAIDWELL (DD 605)	Hector
9KQ	Salvage Unit	Alaska
9KY	TG 51.7	Whitehorse
9LB	Batdiv 6	Tomboy
9LQ	TG 51.5	Carbuncle
9LR	CTG 53.1	Postmark
9LV	MISSISSIPPI (BB 41)	Mineola
9MC	TG 52.7	Orlando
9MS	LST 31	Cranston
9MX	CHAUNCEY (DD 667)	Kenesaw
9NT	Any or all Submarine Rescue Vessels	Lifeguard
9NW	Cardiv 24	Daytona
9PE	W.C. MILLER (DE 259)	Zachariah
9PR	CTG 54.11	Hooker
9PU	CTG 54.2	Keynote
9QF	HAZELWOOD (DD 531)	Hoboken
9QV	Cape Isabel (AK)	Borneo
9RG	BULLARD (DD 660)	Kokomo
9RT	LST 479	Abigail
9RU	BELLATRIX (AKA 3)	Gumlog
9RW	TG 50.5	Husky
9SE		Boonsboro
9SH	CTG 52.6	Blanco

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PART VIII

Decode by CW Call Signs - Continued

<u>CW Call</u>	<u>Unit</u>	<u>Voice Call</u>
9SX	NECHES	Montclair
9TJ	GANSEVOORT (DD 608	Marmaduke
9TY	COGHLAN (DD 606)	Arbuckle
9UB	CTG 51.4	Pedigree
9UK	FRAZIER (DD 607)	Rancocas
9UY	CTG 52.1	Pittsburg
9VB	CTG 53.11	Lothario
9VG	MAURY (DD 401	Marlboro
9WC	CTG 52.9	Evergreen
9WD		Womack
9XH	COTTEN (DD 669)	Oblong
9XN	CTF 50	Stork
9YE	TG 50.7	Pluto
9YM	MUSTIN (DD 413)	Algonquin
9YP	CTG 53.6	Octavia

ADDITIONAL CALLS

FOR

AIR LIAISON MISSION ONLY

U1	A/L RCT 165	Uncle # 1
U2	A/L RCT 2	Uncle 2
U6	A/L RCT 6	Uncle 6
U8	A/L RCT 8	Uncle 8
U11	BLT 1/165	Uncle 11
U12	BLT 2/165	Uncle 12
U13	BLT 3/165	Uncle 13
U21	BLT 1/2	Uncle 21
U22	BLT 2/2	Uncle 22
U23	BLT 3/2	Uncle 23
U61	BLT 1/6	Uncle 61
U62	BLT 2/6	Uncle 62
U63	BLT 3/6	Uncle 63
U81	BLT 1/8	Uncle 81
U82	BLT 2/8	Uncle 82
U83	BLT 3/8	Uncle 83

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DECODE BY VOICE CALLS

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Aberdeen	BURNS (DD588)	8DT
Abie	Army BLT 3/165	8QW
Abigail	IST 479	9RT
Acre	CO Army RCT 165	8CT
Acrobat	CTG 54.2	7NV
Actor	Army BLT 2/165	8DU
Africa		1KY
Alamo	J. RODGERS (DD574)	8VD
Alaska	Salvage Unit	9KQ
Albion	27th Div Command Net (Collective)	8UG
Algonquin	MUSTIN (DD413)	9YM
Allergy	MARINES BLT 2/8	6MA
Allot	MARINES BLT 3/8	6UH
Ally	MARINES BLT 1/8	6CN
Alphabet	CO MARINES RCT 8	6XR
Altoona	FARRAGUT (DD348)	1UQ
Ambrose	LST 480	5QA
Amos	Cannon Co, Army RCT 165	8CQ
Ample	Army BLT 1/165	8YF
Anaconda	TG 54.5	7VH
Andy	Anti-Tank Co. Army RCT 165	8SY
Angel	7th Def. Bn (AA Art.)	8XP
Angola	CLOUES (DE265)	5MG
Anoint		
Antonio	SAN DIEGO (CL53)	3SE
Anzac	CTF 54	5DP
	CTF 52	5DP
Apache	CTG 53.5	7LT
Applegate	CTG 57.8	3YL
Arbuckle	COGHILLAN (D606)	9TY
Arlington	LST 179	6HR
Asbestos	Regtl. Wpns Co. MARINES RCT 8	6RB
Ashby	Army CT 165 Net (Collective)	8PV
Ashdown	TG 52.4	1CV
Auckland	TAPPANNOCK (A043)	3BX
Augustus	DesDiv 41	1QM

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PART IX

DECODE BY VOICE CALLS -Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Avalon	H.C. THOMAS (DE21)	6KW
Axle	CG 27th Div (Bear Ech.)	8NU
Babcock	TG 54.4	2BY
Baca	AYLWIN (DD335)	7VN
Bad Axe	BUNKER HILL (CV17)	6FL
Bagdad	TG 52.2	2FT
Balboa	INDIANA (BB38)	7YR
Baldknob	PRESIDENT POIK (AP103)	2GE
Baltic	Comdr. FUNAUTI	2VR
Barbados	SARATOGA (DD74)	5BL
Barber	Platoon Recon. Co. 5th PhibCorps	8DK
Beagle	TG 50.5	7HQ
Beastalk	BANGROFT (DD598)	5NH
Bear Lake	CTG 52.7	7GY
Beggar	CTG 52.10	3WR
Benedict	LST 242	5GR
Bulah	IDAHO (BB42)	7MB
Big Bear	PHELPS (DD360)	4DY
Biscuit		
Bismark	SARATOGA (CV3)	1SK
Black Duck	SP Army BDE 2/165	8HY
Blackfoot	CTG 52.6	9SH
Blanco	SAG M. BIN - Standby	1UJ
Blazer	Recon Car #1 165 CT	8XM
Blinker		
Blockhouse	CTG 54.8	5FA
Blossom		
Blowhole	ComDatDiv 8	1LK
Blue Jacket	TF 54	2NL
Bobolink	CTG 52.10	8GP
Bolo	Rec'n Ln. Officer	8RX
Bolo #1 - Car #1	Rec'n Ln. 27th Div.	8RX1
Bolo #2 - Car #2	Rec'n Ln. 27th Div.	8RX2
Bolo #3 - Car #3	Rec'n Ln. 27th Div.	8RX3
Bonaparte	TG 51.10	2HV

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PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Bonesteel	TG 57.4	6XG
Boonesboro		9SE
Burnco	Cape Isabel (AK__)	9QV
Boulder	DALE (DD353)	2NG
Boxer	Recco, Army RCT 165 Net (Collect)	8VC
Braddock		9BR
Bradshaw	TG 51.4	7PG
Braggart	CALVERT (APA 32)	1CB
Brandywine	ROBIN WENTLY (AP 169)	3UK
Bristol	HARRIS (APA 2)	1KC
Broadway	JANE ADAMS (AP__)	2DR
Broncho	TG 57.3	3BN
Brush	Field Ln. RCT 165	8XE
Bucktooth	IZARD (DD589)	2FW
Buckeye	CTG 51.2	4EA
Bull	Intel. & Recco Pl, Army RCT 165	8AP
Bullsgap		2SF
Burbank	TG 52.10	5GQ
Butternut	EDWARDS (DD619)	3GT
Calchester	CABANA (DE 260)	1QP
Cairo	ComDesRon 22	4SN
Callexico	ISHERWOOD (DD 520)	2KE
Calcutta	CTG 57.7	4GS
Calico	ComBatDiv 2	7EW
Calgary		2MA
Cameo	ComDesDiv 41	3NK
Camino	DASHING WAVE (XAP__)	1HG
Canebrake	COMFENS (CVL 25)	1SR
Carbarn	CURTISS (AV 4)	5LV
Carbuncle	TG 51.5	9LQ
Carlotta	ZEILIN (APA 3)	5FY
Carlton	SIGSBEE (DD 502)	8BS
Carnival	DesDiv 1	2TG
Carson	PURSUIT (AM 108)	9CH
Cato	A. MIDDLETON (APA25)	2WT

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PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Catwalk	CO 102nd Eng. Bn.	8EN
Caucus	TF 51	9EK
Chairman	Col C, 152nd Eng. Bn.	
Chatterbox	CTG 52.8	4BW
Cheerio	ComDesDiv 42	9CS
Cherokee	Combat Team 2 - Shore Party	6NU
Cherokee #1	SP BLT 1/2	6NU 1
Cherokee #2	SP BLT 2/2	6NU 2
Cherokee #3	SP BLT 3/2	6NU 3
Chestnut		1PH
Chicago	FIFTH PhibCorps	7SY
Chicopee	TRATHEN (DD 530)	3KU
Chocktah	Combat Team 8 - Shore Party	6EN
Chocktah #1	SP BLT 1/8	6EN 1
Chocktah #2	SP BLT 2/8	6EN 2
Chocktah #3	SP BLT 3/8	6EN 3
Chrysler	TG 57.7	6EJ
Chugwater	SAGE (AM 111)	3QM
Clambake	CTG 53.3	6WG
Clayborne	LST 19	9FV
Clayton		3PL
Climax	COWELL (DD 547)	4EY
Clipper #1	Air Coordinator - North #1	1MB
Clipper #2	Air Coordinator - North #2	1MK
Clocktick	Co. C, 102nd Eng. Bn.	---
Cocker	CO 152nd Eng. Bn.	8HL
Colfax	BatDiv 9	7NF
Comanche	SP BLT 3/165	8UE
Concord	TG 53.3	74H
Conrad	SAN JUAN (CL 54)	6TC
Content	Co. A, 152nd Eng. Bn.	---
Conway	LST 477	1LY
Coquette	CTG 57.6	5JT
Cora	LST 243	4AL
Cordova	LST 34	7XG

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Corncob	TG 54.1	1CR
Cornwall	CTG 54.6	4LU
Coronet	CTF 51	4ST
Corvallis	LST 78	7AU
Cossack	Hq. 2nd MarDiv A/L Team	1BU
Cougar	SAC - TARAWA - Standby	1UR
Cowcow	HEERMANN (DD 532)	5GB
Crabtree	CarDiv 3	4TE
Cranberry	TransDiv 6	3GW
Cranston	LST 31	9MS
Crawford	TG 51.6	8FS
Creosote	CTG 54.2	9GW
Crockett	LIGONBY BAY (CVE 56)	7DN
Crowheart	CTG 54.4	4TP
Crownking	DesRon 2	5RL
Crosstown	Co B, 152nd Eng. Bn.	
Culpepper	INDIANAPOLIS (CA35)	1EW
Cyclops #1	Com Line Support Unit #1 (BOXCLOTH)	6SB 1
Cyclops #2	Com Line Support Unit #2 (BOXCLOTH)	6SB 2
Cyclops #3	Com Line Support Unit #3 (BOXCLOTH)	6SB 3
Dairyland	TG 54.6	3WT
Dalton	PIERCE (APA 50)	3FC
Danube	SOUTH DAKOTA (BB 57)	4WS
Davenport		3VH
Daytona	CarDiv 24	9NW
Decatur	CTG 52.1	5KU
Delaware		3HE
Denmark	CIMARRON (A022)	4LT
Del Rio	WASHINGTON (BB 56)	9CJ
Democrat	TG 53.9	5UE
DeSoto	SALT LAKE CITY (CA 25)	7QH
Dingbat	CTG 50.10	6VL
Dodger	CTG 50.5	7GP
Dogwood	TAYLOR (DD 468)	5HX
Dolores	ComTransDiv 18	4XT

OPERATION PLAN

No. Gen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS * Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Draco	COPREHENSOR (CVE 58)	2GD
Dragnet	CLAMP (ARS 33)	3UG
Dryfork	TG 54.11	7XQ
Duckabush	SWAN (AVP 7)	3SL
Durango		3YN
Dutchman	TG 51.2	2MK
Dynamo	S/C - TARAWA	1SG
Einstein	STACK (DD 406)	7SB
El Centro	INDEPENDENCE (CVL 22)	1HU
El Dorado	CruDiv 6	2QN
Elmira	ANDERSON (DD 411)	5HC
El Paso	MONROVIA (APA 31)	5EY
Eureka	COLORADO (BB 45)	1MG
Evergreen	CTG 52.9	9WC
Falcon	HOEL (DD 533)	3WQ
Fallbrook	ComDesDiv 96	1YX
Fatal	4th Bn. 10th MARINES	6VP
Fatima	CTG 53.4	3RD
Feltham	3rd Bn. 10th MARINES	6PE
Ferdinand	ComCruDiv 13	5TN
Filly	1st Bn. 10th MARINES	6LR
Fishtrap	5th Bn. 10th MARINES	6AQ
Flagstaff	ERBEN (DD 531)	1PN
Flanagan	TG 52.6	2EC
Flathead	CHARENTE (DD 581)	1TS
Flickertail		4PA
Florida	CO 10th MARINES	6YS
Floodwood		5HS
Fortwayne	MARTIN (DE 30)	1KJ
Fossil	2nd Bn. 10th MARINES	6DS
Fourdice	STADTFIELD (DE 29)	9JY
Freeboot	SAC - MAKIN - Ashore	1WL
Freedom	THUBAN (AKA 19)	3JA
Fremont	LST 20	9FL
Fresno	ComDesRon 25	1ML

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Frogleg	TG 50.9	4MX
Frolic	CTG 50.3	2LT
Galena	MORENOPOORT (XAP)	3UR
Gallop	ADC 2nd MarDiv	6CY
Gallows	Co. A., 2nd Special Wpns Bn.	6RK
Garfield	CG Second MarDiv	6PH
Gaucho	TENNESSEE (BB 43)	1DC
Geronimo	TG 50	7UC
Gideon	DIONE (DE 261)	3XT
Gingersnap	ANY OR ALL WIRE SUPPORT SHIPS	6AR
Glencoe	CTG 51.9	7TB
Goblet	TG 57.10	5RB
Goodhope	BOYD (DD 44)	4SH
Goldwyn	USS JUPITER (AK 43)	4JR
Gravel A	Co. A., 2nd Tank Bn.	6SL
Gravel B	Co. B., 2nd Tank Bn.	6WF
Gravel C	Co., C., 2nd Tank Bn.	6CV
Gridiron	TG 54.8	1FE
Grillwork	Hqtrs 2nd MarDiv.	6FY
Grizzly	TG 50.8	8WD
Growl	Co. D., 2nd Tank Bn.	6DW
Grand Bank	KASKASKIA (AO 27)	4FQ
Guinevere	LST 241	4KF
Gunlog	BELLATRIX (AKA 3)	9RU
Gunlock	TG 53.5	3TF
Gypsy	CHESTER (CA 27)	2VT
Hackberry	LST 244	3HR
Hackensack	HUGHES (DD 410)	8UL
Halter	CO 2nd MARINES	6SG
Hambone	DesDiv 15	4GX
Hancock	LEXINGTON (CV 16)	4QL
Hannibal	NORTH CAROLINA (BB 55)	2AX
Hardtack	CTG 53.2	7QX
Hartford		5YQ
Harpoon	TG 50.6	8EV

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Hawthorne	REQUISITE (AM 109)	3DY
Hector	CALDWELL (DD 605)	9KA
Hell Gate	ComAir Baker	4VC
Helpmate	BLT 2/2	6VM
Hermit	CTG 50.8	4YK
Hezekiah	HEYWOOD (APA 6)	2CA
Hickory	BLT 1/2	6HV
Highlight	DesDiv 96	1BA
High Pass	WILKMAN (DE 22)	2DB
Hijinx	CTG 50.7	5PK
Hobble	Regtl. Wpns. Co., RCT 2	6KD
Hoboken	HAZLEWOOD (DD 531)	9QF
Hocking		2HF
Hoedown		2TK
Hogan	ComDesDiv 27	5MU
Holbrook	B. R. HASTING (DE 19)	5SM
Holdback	BLT 3/2	6AT
Homer	CO 1st Bn., 98th C.A.	8WN
Homestead	WALKER (DD 517)	7LW
Hooker	CTG 54.11	9PR
Hopewell		9BK
Horatio	NEW ORLEANS (CA 32)	2VQ
Hornbeck	ComCruDiv 9	1XW
Horseneck	PORTLAND (CA 33)	1WV
Hotfoot	SAC - GALVANIC - Ashore	1YN
Hotspring	ComBatDiv 3	3MJ
Hudson	Fueling (Oiling) Unit	1DS
Humboldt	DesRon 1	7HY
Husky	TG 50.5	9RW
Iroquois	SP Army BLT 1/165	8GX
Jackstraw	CTG 52.3	2MY
Jackson	NEW MEXICO (BB 40)	5XS
Jailbird	CTG 57.10	4EU
Jake	CG 27th Div. Artillery	8BJ
Jamaica	CTG 53.2	7KS

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OPERATION PLAN

No. Gen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Jamboree	TransDiv 4	2XV
Jemima	EMERY (DE 28)	4UQ
Jocko	CTG 50.2	6HY
Joe Blow	C.R. GREER (DE 23)	5VQ
Joint	106th F.A., Bn.	8VM
Joker	105th F.A., Bn.	8JQ
Joppa	WINTLE (DE 25)	5YT
Josiah	YOUNG AMERICA (XAP__)	5BN
Journal		7QE
Judas	27th Div. Fld. Art. (Collect)	8QT
Juniper	TG 51.3	3BP
Kalamazoo	CTG 54.1	2TR
Kankakee	W.P. BIDDLE (APA 8)	7AS
Katinka	ComDesDiv 95	1AY
Kennesaw	CHAUNCEY (DD 667)	9MX
Keynote	CTG 54.2	9FU
Kenosha	MORRIS (DD 417)	2SQ
Kentucky	LACKAWANNA (A040)	9GM
Kilgore	HALE (DD 642)	2VF
Killarney	ComBatDiv 6	7FX
Kitsap	BELLEAU WOOD (CVL 24)	7NA
Klondike	LAVALLETTE (DD 448)	1XS
Kodiak	LST 481	3CP
Kokomo	BULLARD (DD 660)	9RG
Koran	LEHARDY (DE 20)	3RN
La Crosse	LST 23	7PW
Lady Lake	MACKINAC (AVF 13)	2QD
Laguna		4HD
Lancaster	RADFORD (DD 446)	4LG
Lander	TYPHOON (AP__)	9JL
Lapland	LST 84	3TM
Laramie	CTG 52.4	7ME
Larkspur	CTG 52.2	7DL
Las Vegas	DEMPEY (DE 26)	9HX
Lehigh	CAPE CONSTANTINE	2AP

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Lenox	Hqtrs. SAC GALVANIC	5CS
Life Guard	Any of 120 Maritime Rescue Vessels	9MT
Lightfoot	TransDiv 20	5LR
Limerick	MINER (DD 876)	5LP
Lionel	FRAMES (DL 454)	4BS
Liveoak	GRIMBY (DD 380)	4NC
Liverpool	TG 81.9	8WH
Lockhart	DEWEY (DD 349)	4FV
Locust	TG 50.4	1GA
Lochinvar	TG 53.4	3AV
Lombard	BAILEY (DD 492)	2BL
Lonetree	W. D. PORTER (DD 579)	5TH
Lookout	TG 53.1	5PY
Lorenzo	CruiDiv 5	5JD
Lothario	CTG 53.11	9VB
Lovejoy	ComDesDiv 91	3OD
Lowgap	LUCE (DD 522)	5WK
Macnab	MONAGHAN (DD 354)	6GA
Malta	LSF 484	4WH
Marlboro	MAURY (DD 401)	9VG
Marmaduke	GANSEVOORT (DD 608)	9TJ
Marrowbone		4TG
Mascot	ComCruiDiv 11	2US
Masonic	SUTWAINNE (CUE 27)	1GF
Mastodon	LA SALLE (LP 102)	4RM
Mattapan	MOBILE (CL 60)	7ES
Maverick	FELND (APA 31)	7DV
Maxwell	Com Attack Force, BOXCLOTH	5TD
Mayflower	GUADALUPE (AO 32)	5GV
Medal	BLF 1/6	6JX
Menlo Park	SCHUYLKILL (AO 76)	9AQ
Milkcan	BLF 3/6	6LE
Millstream	Regt. Wpns Co., RCT 6	6TD
Mineola	MISSISSIPPI (BB 41)	9LV
Minot	MEADE (DD 602)	7RJ

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OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Mobscott	MC KEE (DD 575)	6EX
Mohican	SUALICO (AO 49)	7CT
Mohawk	CTG 57.4	4TE
Moffat	ALCYONE (AKA 7)	3SM
Molly	CO 6th MARINES	6BT
Moneybag		9QA
Monroe	CONNER (DD 582)	2UJ
Montezuma	SAUGATUCK (AO 75)	5FU
Montague	TG 53.6	4CP
Montclair	NECHES (AO 47)	9SX
Moonglow	MAC DONOUGH (DD 351)	7JB
Moose Jaw	ComstarDiv 22	5RG
Moral	BLT 2/6	6QC
Morocco	TF 52	7TL
Muskogee	WICKES (DD 578)	5QK
Muskkrat	TG 53.8	9AG
Navajo	CO SF RCT 165	8FW
Newaygo		3SP
Niagara	TITAN (AK__)	3VS
Nola	LST 240	5QB
Norman	NASHVILLE (CL 43)	1/L
Nutmeg	TG 52.9	4FR
Oblong	COTTON (DD 669)	9XH
Octavia	CTG 53.6	9YF
Oiltank	CO 18th MARINES	6MF
Okanogan	HARRY LEE (APA 10)	1VU
Old Town	RINGGOLD (DD 500)	5LF
Oliver	3rd Bn. 18th MARINES	6TM
Omer	PENNSYLVANIA (BB 38)	1LB
Ontario	STERRETT (DD 407)	6VE
Oregon	LST 478	3FS
Orlando	TG 52.7	9MC
Oscillate	2nd Bn. 18th MARINES	6NG
Ottawa	CTG 51.7	6FP
Oswego	MINNEAPOLIS (CA 36)	5SD

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Owl Roost	1st Bn. 18th MARINES	6YJ
Oxnard	GREINER (DE 37)	2FD
Ozark	HARRISON (DD 573)	1YF
Paducah	BatDiv 2	4RD
Pall Mall	2nd Amphibious Tractor Bn.	6WQ
Pall Mall A	Co A., 2nd Amph. Tractor Bn.	6QJ
Pall Mall B	Co B., 2nd Amph. Tractor Bn.	6UN
Pall Mall C	Co C., 2nd Amph. Tractor Bn.	6XK
Palo Alto		4FB
Panhandle	CTG 51.3	4DL
Paradise	ComCruDiv 5	2CY
Petticoat	TG 53.11	4RC
Pawtucket		6TF
Peacock		4FY
Pedigree	CTG 51.4	9UB
Pedro	ENTERPRISE (CV 6)	4XQ
Pelican	CTG 51.5	5AH
Peoria	WILSON (DD 408)	5DJ
Percolator	ARAFHO (AT 68)	6XC
Piccolo	CTG 57.1	4CN
Pickaway	HULL (DD 350)	7AJ
Pickwick	TG 54.4	5EL
Pilchuck	JENKINS (DD 447)	3JF
Pikes Peak	NEOSHO (AO 48)	4BM
Pineknot	BIRMINGHAM (CL 62)	5VF
Pinto	DOYEN (APA 1)	3VJ
Pipestone	NESHANIC (AO 71)	7BJ
Pittsburg	CTG 52.1	9UV
Plastic	SAC - GALVANIC - Standby	1VK
Pluto	TG 50.7	9VE
Pocahontas	ComTransDiv 4	3RH
Plymouth		3KW
Pocatello		9DQ
Polkadot	ComCruDiv 6	3KG
Pontiac	TG 50.10	4VG

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No. Con 1-43 (ANNEX 4 - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Toplaz	SANTA FE (CL 60)	5AU
Popcorn	ComDesDiv 1	1DX
Potlatch	TG 52.5	3GD
Potluck	CG 27th Div. For'd Ech.	8HT
Postmark	CTG 53.1	9LR
Powderhorn	CALE SAN MARTIN	1JH
Pulaski	SCHROEDER (DD 501)	4YT
Punch Bowl	MARYLAND (BB 46)	1FD
Pushrod	BALTIMORE (CA 68)	2EX
Quantic	CTG 57.4	7CH
Quebec	ComDesDiv 15	5WR
Rampart	CTG 54.10	3EK
Ransgate	CTG 51.8	7JQ
Rancocas	FRAZIER (DD 507)	9UK
Rangoon	ComComBat Air TransRons	3HD
Redrock	J. F. BELL (ATA 16)	9HT
Redwine	CHENANGO (CVE 28)	4IN
Rouben	ComDesDiv 92	4YU
Revere	DesDiv 27	4TM
Ricrac	NEVILLE (ATA 9)	4GC
Riverside	ComCarDiv 24	7BT
Roadhouse	ALABAMA (BB 60)	5DX
Rockabye	PLATTE (AO 24)	1VT
Rockcastle	BRADFORD (DD 545)	6HB
Rocket	SAC - TAMPA - Ashore	1XM
Romantic	ComTransDiv 20	9DT
Romeo	MASSACHUSETTS (BB 59)	7TG
Roxana	KIMBERLY (DD 521)	6JC
Rugby	TF 53	7UM
Rustic #1	Com Fire Support Unit NORTH	5CM 1
Rustic #2	Com Fire Support Unit 1	5CM 2
Rustic #3	Com Fire Support Unit 2	5CM 3
Rustic #4	Com Fire Support Unit 3	5CM 4
Rustic #5	Com Fire Support Unit 4	5CM 5
Safari	TG 52.2	1LA

OPERATION PLAN

No. Con 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Sagamore	DUFFY (DE 27)	9FN
Saginaw	KIDD (DD 661)	7SK
Sahara	LST 205	4EQ
Saint Joe	YORKTOWN (CV 18)	5JW
Salinas	DesDiv 95	4TB
Sandusky	PRESIDENT MONROE (APA 31)	3LE
San Mateo		7UD
Saskatoon	ASHLAND (LSD 1)	7GL
Sausalito	BELLE GROVE LSD 2	2FD
Scotland	MONTEREY (CVL 26)	7WE
Scranton		7IU
Seacard	Fueling Gr. (Ship or Ships Rec. Fuel)	3FX
Seekonk		1WN
Selkirk	CTG 52.5	2DV
Seminole	SP RCT 6	6BU
Senequa	LEONARD WOOD (APA 12)	5NE
Senator	TG 53.10	6GQ
Shannon	LST 169	7VD
Sharkey	CTG 53.8	6AJ
Shasta	LST 476	2JW
Shattuck	DesRon 25	2GR
Shiloh	LST 482	4TL
Shoemaker	NICHOLS (DD 449)	4FK
Shortcreek	ComDesDiv 6	4NJ
Skidmore	TG 52.8	5MW
Skipjack	FLETCHER (DD 445)	7BQ
Skylark	PENSACOLA (CA 24)	4WH
Smack	LCT's, (coll. call) Append Hull No.	7XF
mokey	DesDiv 42	2KH
Snowflake	TF 57	6WL
Spanker	CALE STEVENS	5LA
Spartan 1	Air Coordinator SOUTH #1	1TD
Spartan 2	Air Coordinator SOUTH #2	1QE
Splashdam	TG 53.7	3LH
Spokane	LST 218	5KD

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List:

PART IX

DECODE BY VOICE CALL - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Spyglass	Any Aircraft spotting for Shore Based Artillery	7BR
Stalker	CTG 52.2	3NA
Starlight	BatDiv 3	4ME
Steamboat	DesDiv 91	2HA
Stiletto	CTG 57.5	7YG
Stillwater	TG 54.9	5FQ
Stockade	All Ships GALVANIC	7SA
Stockton	DesDiv 92	7LD
Stork	CTF 50;	9XN
Sunflower	ComDesRon1	2FM
Surfboard	TAMASA (AT 92)	5DN
Sutter	SAN FRANCISCO (CA 38)	1ND
Swampscott		7CX
Syndicate	All TFC's GALVANIC	3AM
Tamarack	ST. LOUIS (CL 49)	1BY
Teakwood		4CX
Teaticket	DASHIEL (DD 659)	2RM
Tenstrike	SHERIDAN (APA 51)	5KE
Terra Haute	PECOS (AC65)	1ET
Terrific	SAC - MAKIN	1QL
Tidewater	CTG 54.7	3YV
Tiffany	TG 57.9	5WC
Timbuctoo	ComAir CANTON	3DU
Tipperary	ComAir NANUMEA	9DJ
Tiptop	TG 57.2	7FN
Titwillow	ORMSEY (APA 49)	7HA
Tocus	ISLAND MAIL (ZEP 119)	3FG
Tonchawk	TF 53	3DA
Tomboy	BatDiv 6	9LB
Tombstone	TG 52.8	1RQ
Tonto	SANGAMON (CVE 26)	3NB
Topeka	BatDiv 8	1UT
Topock	BARNES (CVE 20)	9ET
Torchlight	CTG 57.3	9HT
Trigger #1	Com Fire Support Section #1	1HT 1

OPERATION ILAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Trigger #2	Com Fire Support Section #2	1HT 2
Trigger #3	Com Fire Support Section #3	1HT 3
Trigger #4	Com Fire Support Section #4	1HT 4
Trigger #5	Com Fire Support Section #5	1HT 5
Toronto	ESSEX (CV 9)	1JE
Trinidad	CTG 53.9	9HN
Tripod	TG 51.1	7RY
Turlock	CruDiv 11	4WJ
Trojan	CTG 50.6	2LY
Turnpike	TG 52.3	3EB
Trumpet	CTG 50.9	3EQ
Tuxedo	NASSAU (CVE 16)	7JR
Tycoon	CTG 50.4	1TJ
*Uncle 1	*A/L RCT 165	*U1
Uncle 2	A/L RCT 2	U2
Uncle 6	A/L RCT 6	U6
Uncle 8	A/L RCT 8	U8
Uncle 11	BLT 1/165	U11
Uncle 12	BLT 2/165	U12
Uncle 13	BLT 3/165	U13
Uncle 21	BLT 1/2	U21
Uncle 22	BLT 2/2	U22
Uncle 23	BLT 3/2	U23
Uncle 61	BLT 1/6	U61
Uncle 62	BLT 2/6	U62
Uncle 63	BLT 3/6	U63
Uncle 81	BLT 1/8	U81
Uncle 82	BLT 2/8	U82
Uncle 83	BLT 3/8	U83
Veh Duron	CAPE FEAR (AKA__)	3EV
Viceroy	SAC - GALVANIC	1TH
Victoria	CTG 51.1	2QH
Volga	LST 69	6YH
Vulture	TG 50.4	2MB
Waco	PRINCETON (CVL 23)	2JG

* NOTE: "U" Calls for Air Liaison Missions only.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX II Call List.

PART IX

DECODE BY VOICE CALLS - Cont'd.

<u>Voice Call</u>	<u>Ship or Unit</u>	<u>CW Call</u>
Waldo	CarDiv 22	1ED
Waldorf	CTG 51.6	5BV
Wagon	193rd Tank Bn. (Rear Ech.)	
Walla Walla	MILLICOMA (AO 73)	1FR
Wallback	TG 57.4	7WL
War Eagle	CTF 57	9GS
Washboard	193rd Tank Bn. Net (Collective)	
Waterloo	CTG 53.7	4HW
Waukegan	RUSSELL (DD 414)	7CU
Waycross	REVENGE (AM 110)	7WM
Weehawken		7JV
Wenatchee	VIRGO (AKA 20)	3CL
Westover		
Westport		4AV
Whiteoak	CORAL SEA (CVE 57)	6UD
Whitehorse	TG 51.7	9KY
Whoopee	1st Co., 193rd Tank Bn.	
Wilcox	CTG 57.10	3HU
Wildfire	Hq. 27th Inf. A/L Team	13Q
Wildrose		2WU
Window	3rd Co., 193rd Tank Bn.	
Winnetka	CarDiv 13	3TQ
Winnipeg	CarDiv 9	2RF
Winsocki	CTG 53.10	4KV
Wishful	CO 193rd Tank Bn.	8TY
Witchazel	WHITMAN (DE 24)	9AF
Womak		9UD
Wornout	2nd Co., 193rd Tank Bn.	
Wyandotte	SABINE (AO 25)	2NB
Yakima	ComAir NUKUFETAU	7MD
Yakutat	BROWN (DD 546)	4KA
Yonkers	TG 54.10	7PT
Yucatan	TransDiv 18	4VR
Yukon	BatDiv 9	5UM
Zachariah	W. C. MILLER (DE 259)	9PE
Zanzibar	TALLULAH (AO 50)	3DQ

OPERATION PLAN

COMM
A-III

CEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C)SUPPORT AIRCRAFT PLAN-APPENDIX III-AIR C-119

COMMUNICATIONS

SUPPORT AIRCRAFT COMMUNICATIONS

Communications will be in accordance with USF-70-A, and Annex (A) to CenPacFor Operation Plan CEN 1-43.

Security of Codes and Signals

Codes, ciphers and classified documents shall be destroyed when capture by enemy is imminent. Loss of any such publications shall be reported immediately to proper authorities. This plan will not be carried in aircraft and will not be taken ashore.

Concealment

Air Liaison and Air Command, Fighter Director and their respective equipments should be located in positions where detection and destruction by the enemy is minimized. However, communication and radar equipment must be located in places where efficient operation of equipment can be assured.

331 - Frequency Calibration

Prior to embarking, Air Liaison Parties, Air Command Parties and Fighter Direction Units must insure that radio equipment is tuned exactly to the frequency to be employed for overseas transportation to final objective. These parties and units shall prepare a calibration record for their equipments to cover all frequencies upon which their equipment may be required to operate.

341 - Handling of Casualties in Flagships

Standby Headquarters ships (Air Control) will be instructed when to take over Air Control operations. If the headquarters ship transmissions suddenly cease and no orders are given at that time the standby headquarters ship should immediately request over the several available circuits permission to assume control. If no reply is made, air control should be assumed by the standby until instructions are issued to cease control.

350 - Authentication of Radio Transmissions

Voice and CW messages will not normally be authenticated. Auth-

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enticators shall be used:

- (a) When there is suspicion or evidence of enemy attempts of deception
- (b) Upon request of ship or stations which suspect deception.
- (c) When unusual or important messages are given in plain language.
- (d) When standard type dispatches are sent.

352 - Radio Deception

All stations on support aircraft nets will immediately report attempts of radio deception by enemy. In particular, they should note appropriation of their own call signs.

1130: Time of origin should be used except on communications significant only at time of transmission. Time of transmission or receipt of all messages will be logged by Air Control Communications Team of Support Aircraft Commander, who will monitor all nets. GCT Time will be used for such logging.

1161 - Maintenance of Radio Security

Officers originating messages or controlling radio stations must bear in mind the possibility of enemy interception. This applies particularly to plain language voice radio messages. The utmost care should be used in phrasing these messages so as to disclose as little as possible to persons "Not in the know". Radio messages may be classified as follows:

Class 1

Message is of such a nature that speed is more important than security. This type of message should be transmitted in plain language, exercising care not to reveal information unnecessarily. When necessary to refer to a ship or unit in the text of plain language message, use that ship's or unit's voice radio call sign. Utilize the "Shackle" code for encoding numerals that may disclose information.

Class 2

Message is of such a nature that immediate action is not required but there is insufficient time for use of a comparatively secure cryptographic system. This type of message should be encrypted in a rapid system offering some temporary security, such as the CSP 1270 or the "Shackle" code.

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-----Class 3

Messages of such a nature that there is sufficient time to permit encrypting and decrypting before action is required, or messages of such a nature that security is more important than speed. This type of message should be encrypted in a secure system, or better, sent by messenger or message drop.

2100 - Radio Discipline

Transmission on support aircraft circuits must be held down to an absolute minimum and only messages of tactical importance may be sent. Flights should make minor intra-flight arrangements before the take off

2130

IFF, using effective selector code, will be kept turned on at all times in the Air.

2150 - Use of Voice Radio

All transmissions over Support Aircraft nets will be voice. MCW may be employed on the Air Command Net if deemed necessary and should be used in preference to CW if available.

2160 - Reduction of Unwanted Emissions

While in port in Rear Areas or at Staging Points calibrate radio transmitters on such frequencies as will be required by the Radio Frequency Plan. During calibration antennas will be tuned with lowest power and at midday. After leaving port all TUNING and TESTING is FORBIDDEN. Commanders must enforce this restriction rigorously not only with regard to shipboard transmitters, but also for aircraft and portable equipment

2217 - Aircraft Frequencies. (Support Aircraft)

The following is a description of key stations and type of traffic and communications experienced on each support aircraft net.

Air Support Command - NORTHERN GROUP

Frequency: P 4015 kcs
S 3835 kcs

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Air Liaison Parties request support from and give general information to SAC-NOR who in turn requests support from ComCarriers-NOR. ComCarriers-NOR informs SAC-NOR of planes coming, and SAC-NOR tells A/L Parties of plane assignments. SAC-NOR tells ComCarriers-NOR of flights returning to carriers, ComCarriers-NOR will inform SAC-NOR of search results.

Air Support Command - SOUTHERN GROUP

Frequency: P 3870 kcs
 : S 3835 kcs

Same as above only for units of Southern Group. SAC-NOR listens to this net for general information.

Flight Commanders - (NOR & SOU)

Frequency: P 140.58 mcs
 : S 0
VHF Channel #1

The flight commanders of those flights of bombers or fighters sent by ComCarriers (NOR & SOU) to SAC (NOR & SOU) for support mission call SAC; report who they are, where they are from (expressed by call sign), what planes are in the flight (Fighter Director language), and request their assignment. SAC gives the bomber or fighter flight leaders attack instructions. If the flight is bombers, SAC tells flight leader to report to A/L party ashore on the Air Ground Support (Bomber) frequency (3235) kcs and take directions from A/L party ashore, providing A/L can do directing on that target. If flight is fighters SAC tells the flight leader to listen for instructions on the Fighter Air Ground Secondary Frequency (6155 kcs) while maintaining watch on VHF. This same frequency (6155 kcs) is the secondary fighter director frequency and is guarded constantly by all fighters. This assumes that the A/L party is in position to conduct direction on the target assigned. If flight of fighters is being relieved from Air Combat Patrol the flight will shift off the primary fighter direction frequency used for Patrol duty and call SAC on flight commanders frequency and receive instructions. It should be noted that SAC will order attacks that will not require instructions by the A/L Teams ashore. In these cases, the flight commander will remain on the Flight Commanders frequency throughout the attack. Upon completion of attack, in any event, flight

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leaders will report to SAC, on flight Commanders net for further instructions, or to report "Returning to Base".

Bomber Air Ground (NOR & SOU) (VSB, VTB)

Frequency: P 3235 kcs
: S 0 kcs

Bomber flight leaders when instructed by SAC, over flight commanders Net will call a specific A/L party ashore and obtain instructions about and directions to, target being attacked. A/L party will give such directions directly to bomber flight leader.

Fighter Air Ground (NOR & SOU) (VF)

Frequency: P 6155 kcs
: S 0 kcs

Fighter flight leaders (when instructed by SAC, over the Flight Commanders Net) will call a specific A/L party ashore and obtain instructions about and directions to, target being strafed. A/L party will give such directions directly to fighter flight leader.

Fighter Direction - NORTHERN

Frequency: P 142.56 mcs
: S 6155 kcs
VHF Channel #3

The standard method of fighter direction will be used. Flight leaders of fighters on CAP (Combat Air Patrol) upon being relieved, will shift frequency to flight commanders net (140.58 kcs) and report to SAC-NOR.

Fighter Direction - SOUTHERN

Frequency: P 142.74 mcs
: S 6155 kcs
VHF Channel #4

Same as Fighter Direction-NOR except that units involved will be from Southern Group.

HF Warning (NOR & SOU)

Frequency: P 3355 kcs
: S 3000 kcs

Bombers assigned by ComCarriers-NOR to SAC-NOR for anti-submarine

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patrol duty will call SAC at initial point and report on station _____. Six sections will be used, numbered one through six. This same procedure will be employed by the southern group using this same net. Anti-submarine planes will report immediately enemy contacts (submarine-surface-air) as will any ship in the group.

Inter Fighter Director Warning-(NOR & SOU)

Frequency: P 30.4 mcs
 : S 31.2 mcs

Fighter Director Units ashore or afloat communicate with each other. Also those organizations ashore or afloat who have need for exchanging information regarding enemy aircraft detected by radar equipment may communicate among themselves. HF warning net may also be used for such purpose but would not reach shore based fighter director unit. Such communication must be held to the minimum consistent with expeditious execution of the mission.

Intra-Battalion A/L

Frequency: as available

Battalion and regimental A/L parties may communicate with each other with walky talky if available. It is essential to reduce traffic on the Air Command Net.

Naval Gunfire Spotting

Planes assigned spotting missions will contact Firing Ships and conduct spotting. See Appendix IV to Annex "A" of CTF 51 Op Plan, SHORE FIRE CONTROL COMMUNICATIONS PLAN. Each Battleship and cruiser is assigned an aircraft voice spotting frequency in Central Pacific Communication Plan (Cen 1-43). Ships employing aircraft for spotting shore fire support missions will maintain watch on shore fire control party frequency as well as aircraft spotting frequency in order to insure quick receipt of emergency fire commands from combat and landing teams. Frequency for use between ships and spotting aircraft are specified in Table 11, Appendix One to Annex "A" - Radio Frequency Plan, CenPac Operation Plan, (Cen 1-43).

Artillery Spotting

Planes assigned artillery spotting missions will contact artillery

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units and conduct spotting. See Appendix IV to Annex "A" of CTF 51 Op Plan, SHORE FIRE CONTROL COMMUNICATIONS PLAN, for frequencies, call signs, and instructions. Each battleship and cruiser is assigned an aircraft voice spotting frequency in ComComPac's Communication Plan, (Cen 1-43). Shore aircraft spotting for shore based artillery will guard 6580 kcs and will use general call SPYGLASS. Ship spotting planes are required to spot for shore based artillery in an emergency. They may use the ships aircraft spotting frequency. Frequency and airplane call will be transmitted to the shore fire control party for the artillery Commander, via the appropriate fire control support net as listed in paragraph 1 (a), Appendix I to Annex "A" Radio Frequency Plan, Com-Pac Operation Plan (Cen 1-43). NOR Spotting use 3942.5 kcs and call SPYGLASS.

2320 - Methods of controlling frequency shifts.

The primary frequency on support aircraft radio circuits will normally be used unless effective interference is encountered. In this case, the appropriate procedure signal (Q3Y) will be sent in voice to stations on the net indicating a shift to the secondary. If any station has reason to believe that the net control station orders to shift frequencies has been missed, it shall shift its receiver to the secondary frequency and listen for one minute during each five minutes; the transmitter shall be shifted to the frequency if it is obvious that the net has been shifted to the secondary.

2400 - Authenticators - system to be used

When authenticator is required, the alternate Letter Authenticator given in Enclosure (A) will be used.

3410 - Pyrotechnic Code

Aircraft will fire a white parachute flare over friendly troops to indicate that front line panels should be displayed. A green star cluster fired by ground troops indicates; artillery or gunfire or bombs falling within our lines. An amber star parachute indicates; assault waves have landed.

4500 - Messages Drop

Aircraft will be prepared to effect message drops upon surface units or ashore. Maximum use will be made of message drop. These drops may include photographs and maps. When dropping on ships or landing forces, a successful drop will be indicated by the letter "R"

2217: Support Aircraft
Radio Frequency Plan.

(OPPLAN GEN 1-43 ANN. (A) COMM-
PLAN - APP. III & CTF 54 12-43
ANN. (C) - APP. III - COMM.)

SECRET

FREQUENCY

	4015	2835	3870	3035	2235	2	6155	0	140.58	0	142.56	6255	142.74	6155	3355	3060	30.4	21.2	Note # 1	Note # 1	Note # 1
NORATTOR-Gr # 1																					
Bn A/L Parties	X				X	X											X	X			
Reg A/L Party	X				X	X											X	X			
Div A/L Party	X	X		X	X	X										X	X	X			
SAC-NOR-ashore	X	X		X	X	X										X	X	X			
Fighter Director-ashore																X	X	X			
SAC-NOR-offload	X	X	X	X	X	X										X	X	X			
SAC-NOR-offload-standby	X	X	X	X	X	X										X	X	X			
Air Coordinator-NOR-airborne	X					X	X														
Fighter Director-offload													X			X	X				
Fighter Director-offload-standby													X			X	X				
Com Carrier Group - NOR	X									L	X				X	X	X				
Flight Leaders VF (NOR)						X	X	X													
Flight Leaders VFB VSE (NOR)						X		X													
SOUATTOR-Gr # 1																					
Bn A/L Parties		X	X	X	X												X	X			
Reg A/L Party		X	X	X	X	X											X	X			
Div A/L Party		X	X	X	X	X										X	X	X			
SAC-SOU-ashore		X	X	X	X	X										X	X	X			
Fighter Director-ashore																X	X	X			
SAC-SOU-offload			X	X	X	X						L	X	X		X	X	X			
SAC-SOU-offload-standby			X	X	X	X						X	X	X		X	X	X			
Air Coordinator-SOU-airborne						X	X														
Fighter Director-offload													X	X	X		X	X			
Fighter Director-offload-standby													X	X	X		X	X			
Com Carrier Group-SOU		X	X										X	X	X		X	X			
Flight Leaders VF (SOU)						X	X						X								
Flight Leaders VFB VSE (SOU)						X		X													
NOR & SOU Groups																X					
Com Carrier Group	X	X							L			X	X	X		X	X	X			
Anti-submarine													X								
Anti-air																					
Special Forces													X						X	X	
Paratroopers																			X		
Carrier Units																				X	

A/L: Air Liaison Parties
SAC: Support Aircraft Commander
L: Listen

Insert "L" in Flight Commander
column opposite ComCarrier Group-SOU

Note # 1 - See the paragraph of 2217: describing this net.

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by flashing light from the ship or shore; if drop was unsuccessful, ship or landing force will flash "IMI".

5230 - Approach and Recognition.

On and after Dog Day, aircraft assigned to Air Support missions which must approach within visible distances of the attack force in the target area, shall first proceed to the Initial Point designated and contact the Support Aircraft Commander by radio over the appropriate channel.

Aircraft use IFF, MK3 at all times.

Ships use BK only when required and as directed by O.T.C.

IFF Codes assigned as follows:

Code One: Air search and attack group.
 Code Two: Inner, intermediate, outer air patrols and all surface units.
 Code Three: Not assigned.
 Code Four: Any plane making contact with or shadowing enemy.
 Code Five: Combat air patrols.

Emergency selection: All planes when -

- (1) Being forced down.
- (2) Being fired upon by own forces.

Notes: IFF detonators must be installed in all planes which may fly over land areas held by enemy.

6000 - Code and Cyphers

*Effective Editions: CSP 1270-A

Oct. 21	<u>A R</u>	Dec. 1	<u>A V</u>
Nov. 1	<u>A S</u>	Dec. 11	<u>A W</u>
Nov. 11	<u>A T</u>	Dec. 21	<u>A X</u>
Nov. 21	<u>A U</u>	Jan. 1	<u>A Y</u>

6321 - Panel Signals - - See Enclosure (C).

ENCLOSURES:

- (A) Alternate Letter Authenticator
- (B) Shackle Code.
- (C) Panel Code.
- (D) Air Support Radio Circuits Diagram.
- (E) Call Signs - Air Units.
- (F) Call Signs - Warning.

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CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONS

6000: Codes & Ciphers.

The following publications shall be carried by the organizations indicated.

	Target Information Folder	Authenticator (Alt Ltr) (Enclosure A)	Shackle Code (Enclosure B)	Aircraft Signal Book (CSP 1273-A)	CSP 2156 (A)	Panel Code (Enclosure C)	Call Signs-Air units (Enclosure E)	Call Signs-Warrior Net (Enclosure F)	Fighter Director Code (CCBR - 0123)
Bn L/L Parties	X	X	X			X	X		
Rag L/L Parties	X	X	X	X		X	X		
SAC Party (ashore)	X	X	X	X			X	X	X
Fighter Director (ashore)		X	X			X	X		X
SAC-afloat	X	X	X	X		X	X	X	X
SAC-afloat-standby	X	X	X	X		X	X	X	X
Air Coordinator airborne	X	X	X	X		X	X		
Fighter Director-afloat		X	X				X		X
Fighter Director-afloat-standby		X	X				X		X
ComCarrierForce	X	X	X	X		X	X	X	X
Anti-Sub-Planes	X	X	X			X	X	X	
Flight Leaders-VF'S	X	X	X			X	X		X
Fighter Leaders-VSBD'S	X	X	X			X	X		
Bomber Planes (VSRD'S)	X	X	X			X	X		
Search (land based) Planes		X	X	X					
Spotting Planes			X		X	X	X		

SAC - Support Aircraft Commander.

A/L - Air Liaison

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CTF 54 A2-43 ANNEX (C) SUPPORT ENCRYPT PLAN-APPENDIX III-COMMUNICATIONENCLOSURE (A) TO APPENDIX "3" TO ANNEX (C)AUTHENTICATION

1. Alternate Word System: For use on Fire Control Nets, Landing Force Nets, Ship-to-Shore Nets, Aircraft Voice Nets where necessary and all joint use. (This system should be memorized).

(A) This authenticator system employs the use of Alternate Letters picked at random from a memorized key word, plus one character of the text of the message being authenticated as the last letter of the three letter authenticator. (Effective dates are 00)

(B) Elements are assigned as follows:

(1) Assume key word "FORMALDEHYDE"

(2) Text element any one of first three characters of the text omitting code indicators and prosigns, if present. To authenticate call-ups, text element is provided by inserting appropriate comprosig such as "INT QSA" ("What is my signal strength?"), or for voice transmission, by inserting an appropriate phrase, such as "How do you hear me?". To authenticate receipts for messages, add identifying data (such as time group) of message being receipted for, to provide text element. In this case the text element of the authenticator is taken from the message referred to.

(C) Place authenticator in the final instruction, following the operating signal "QKA" ("Authentication of the message is"). (This procedure used on CW Circuits only). (On Voice Circuits the operating signal "QKA" is not used. (See example below:))

EXAMPLES:

- (1) ABC V XYZ BT MISSION COMPLETED BT 1050 QKA EYS K (Alternates FRM, RAT, etc.)
- (2) AVC V XYZ INT QSA QKA HDN K (Alternates FRI, OMT, etc.)
- (3) "HULLO UNCLE ONE, THIS IS JIMMY, BREAK HOW DO YOU HEAR ME BREAK, MIKE LOVE OBOE OVER" (Alternates HOW DOG HOW, LOVE EASY WILLIAM, etc.)

OPERATION PLANCEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

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CTF 54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONENCLOSURE (B) TO APPENDIX "3" TO ANNEX (C)"SHACKLE CODE"

- - - - (Cut out) - - - -

: 00	: D	: O	: Z
: 0	: E	: P	: A
: 1	: F	: Q	: B
: 2	: G	: R	: C
: 3	: H	: S	:
: 4	: I	: T	:
: 5	: J	: U	:
: 6	: K	: V	:
: 7	: L	: W	:
: 8	: M	: X	:
: 9	: N	: Y	:

Key letter is entered in upper left hand corner, followed by remainder of alphabet in normal sequence, from top to bottom. The Key letter is based upon the Key word "DOG WATCH". "D" will be used as Key letter until and including D-Day. On D plus 1 day use Key letter "O" and so on. On D plus 8 day begin with the Key letter "D" again and repeat.

Examples:

- (a) "Will attack at Shackle Queen Uncle Oboe" MEANING "Will attack at 1500".
- (b) "Will land at Shackle Peter How Sugar Easy Unshackle Love Sugar Tare Shackle Item Nan covering." MEANING "Will land at 0330 LST 49 covering".

- - - - (Cut out) - - - -

1. This code is proscribed for use on Air Support and Naval Fire Control Nets to provide a rapid means of encoding numerals in plain language transmissions.

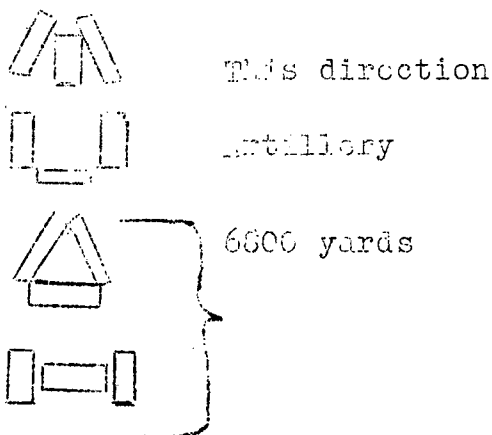
2. Several letter equivalents are provided for each numeral, and when encoding numerals, letters should be chosen from columns at random, avoiding repetition where possible.

3. The indicator for this code is "Shackle", which shall be placed at the beginning of any numeral expression coded in this system. The term "Unshackle" should be placed at the end of the encoded numerals whenever confusion with the following groups of the text is possible.

4. Only the basic grid (portion marked ("cut-out") with the effective alphabet inscribed shall be carried in the field.

OPERATION PLANGEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

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CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONENCLOSURE (C) (Part 2) TO APPENDIX "3" TO ANNEX (C)PANEL CODE (CONT.)

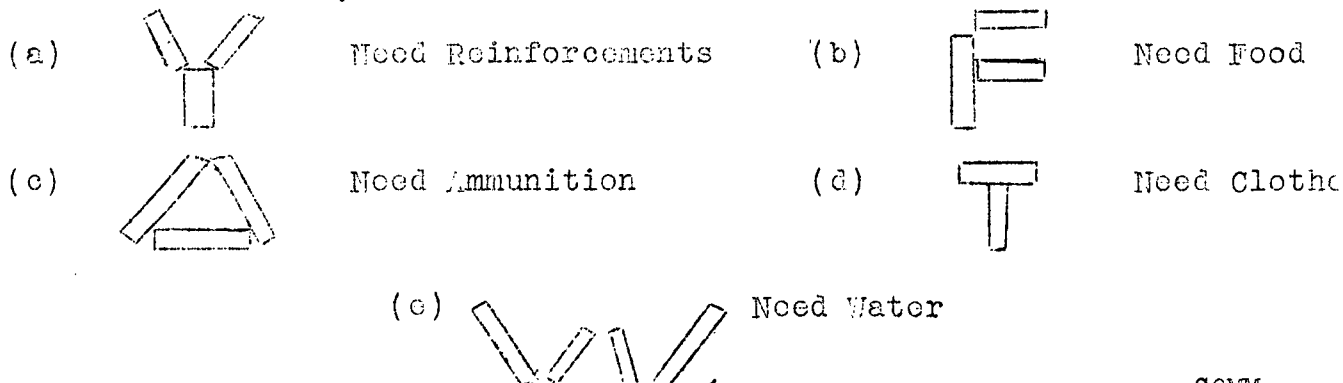
Part 2 - Front Line Markings.

1. Front line markers consisting of (a) Fluorescent Panels. (b) Individual panels have been provided for identification of ground troops to friendly aircraft for the purpose of assisting them in rendering direct air support and preventing strafing of own troops.

2. Marker panels will be displayed by front line troops whenever friendly planes appear in the general vicinity. The signal from aircraft requesting marker display is a white parachute flare dropped in the vicinity of the unit concerned. Infantry men who have not displayed front line panel signals prior to this time will promptly do so.

Part 3 - Special Emergency Symbols.

1. These displays to be used only when there are no other communication facilities.



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CTF54 12-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONSENCLOSURE (C) (Part #2) TO APPENDIX "3" TO ANNEX (C)PANEL CODE

Part 1 - Target Designation Displays.

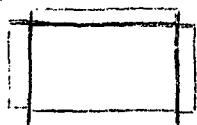
1. Air Liaison parties attached to Tactical Groups will effect the display of panels when required. Panels normally to be used only for target designations.

2. Tactical Groups panel displays to be read downward from the arrow and to appear in the following order:



(a) Direction of target

(b) Type of target:

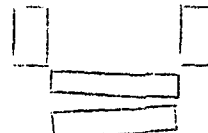


Personnel

Artillery



Automatic Weapon



(c) Standard numerals indicating distance in hundreds of yards.



(1)



(2)



(3)



(4)



(5)



(6)



(7)



(8)



(9)



(0)

3. Battalion Liaison parties will normally display an arrow only to indicate target direction.

EXAMPLES OF TC DISPLAYS

This direction



Personnel



100 yards



This direction



Automatic Weapons



700 yards

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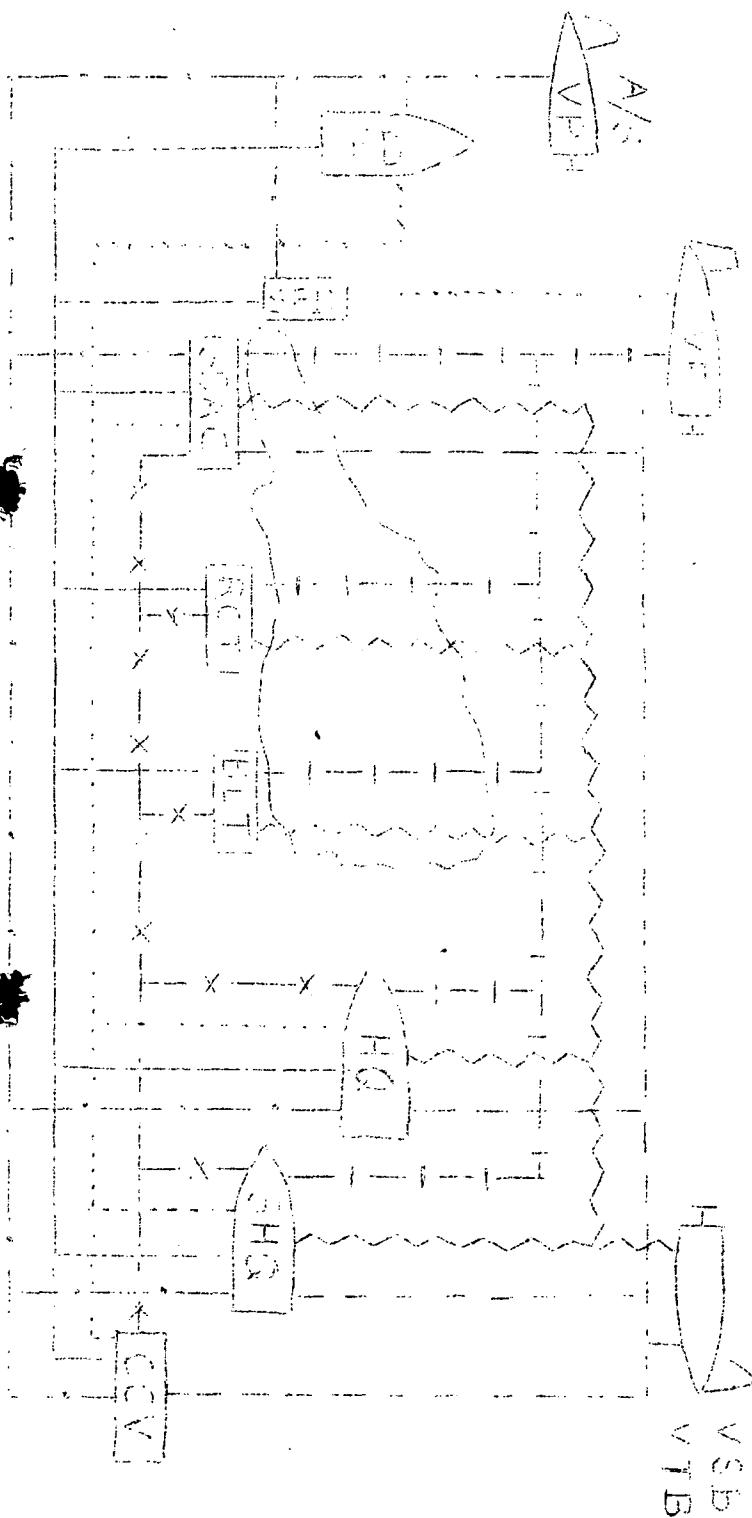
CEN'1-43 Annex A-Communication Plan-Appendix III - Air Support
and

CTF54 - A-2-43 Annex C-Support Aircraft Plan-Appendix III - Com-
munications

ENCLOSURE D

FUNCTIONS	NORTH		SOUTH		SYMBOL
	Primary	Sec.	Primary	Sec.	
Air Support Command	4015	3835	3870	3835	— X — X —
Air Ground - Bombers	3235	—	3235	—	— X — X —
Air Ground - Fighters	6155	—	6155	—	— X — X —
Flight Commanders	140.58	—	140.58	—	— X — X —
Fighter Direction	142.56	6155	142.74	6155	— X — X —
H F Warning	3355	3000	3355	3000	— X — X —
Inter FD Warning	30.4	31.2	30.4	31.2	— X — X —

LEGEND - Ships - Fighter Director - Support Air Command-Standby - Com Carriers
Shore Fighter Director - Shore Support Air Com - RCT and BLT Air Liason



OPERATION PLANCEM 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONENCLOSURE (E) (Part #1) TO APPENDIX "3" TO ANNEX (C)AIRCRAFT CALLS

1. Three systems of aircraft calls are prescribed. They are:

(a) Combat Air Patrol (CAP) calls, consisting of color designation of base, airplane division number, and number of the airplane. This is in accordance with the latest practice agreed upon by fighter director officers, and will be used only between fighter direction centers, fighter planes in the CAP and carriers.

Examples:

Assume that SARATOGA has been assigned the color RED, and that she has 9 divisions of four VF each (usual fighter complement of the CV). Then

RED BASE	is call of SARATOGA								
RED ONE	is #1 division consisting of								
RED ONE ONE	- #1 plane of 1st division in CAP from SARA-								
	TOGA								
RED ONE TWO	- #2	"	"	"	"	"	"	"	"
RED ONE THREE	- #3	"	"	"	"	"	"	"	"
RED ONE FOUR	- #4	"	"	"	"	"	"	"	"
RED FIVE THREE	#3	"	"	5th	"	"	"	"	"
RED NINE TWO	#2	"	"	9th	"	"	"	"	"

All transmissions to and from the CAP will be VOICE.

(b) Calls for all VOICE transmissions other than CAP, consisting of numeral(s) describing the airplane plus: (1) color designation in the case of CV, CVL, and CVE; or (2) impromptu voice call in the case of BB, OBB, CA, and CL.

Numerals describing the airplane will be taken from the following table:

VF	1 to 39 inclusive (if complement is only 36 planes, use only 1 to 36 inclusive).
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OPERATION PLANCTF 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF 54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATION

ENCLOSURE (E) (Part #1) TO APPENDIX "3" TO ANNEX (C)AIRCRAFT CALLS (CONT.)

VB 41 to 79 inclusive. Use only numbers needed
 to fill complement of planes.

VT 81 to 99 inclusive. Use only numbers needed
 to fill complement of planes.

CL/CA

VCS Units 101 to 105 inclusive.

BB/OBB

VOS Units 106 to 109 inclusive.

Examples:

As in the (a), assume SARATOGA is assigned RTD. Also
assume INDIANA'S voice call B-I-BOA. Then

33 RED - #33 fighter from SARATOGA
52 RED - #12 VCS from SARATOGA
91 RED - #11 VTB from SARATOGA
107 P-I-BOA - #2 plane from INDIANA.

(c) Calls for all Radiotelegraph (key) CV and MCW transmissions
will consist of the conventional VICTOR calls. Flight numbers for the
various missions are assigned in table attached. Numbers describing
individual airplanes are listed in (b) above, and will be prefixed to
the VICTOR number designating the flight. Example:

Search and attack missions from SARATOGA are assigned
V43; Then:

ØV43 - Officer controlling search and attack flight
 from SARATOGA (C.O. of ship).

ØV43 - Leader of search and attack flight.

21V43 - #21 fighter plane in search and attack flight
 from SARATOGA.

OPERATION PLANCRM 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONENCLOSURE (E) (Part #1) TO APPENDIX "3" TO ANNEX (C)AIRCRAFT CALLS (CONT.)

43V43 - #3 VSB in search and attack flight from SARATOGA.

85V43 - #5 VTB in search and attack flight from SARATOGA.

In reporting to the Support Aircraft Commander (SAC) the pilot in command of the flight shall use his individual call. Upon hearing this call the SAC will assume it is the officer in command of the flight regardless of the types of aircraft in the flight. Example:

"Hello VICTORY, this is 43 VSB reporting on station with 10 rats, 12 hawks, and 8 fish."

This will be construed to mean that the officer in command of the flight is flying #3 VSB from RED (SARATOGA) and that he has 10 VF, 12 VSB, and 8 VTB in the flight. "RATS", "HAWKS", and "FISH" are taken from the fighter director vocabulary, CCBF #123.

3. Calls for shore based aircraft will be in accordance with 1 (c) above. Flight numbers will be found in table attached. Individual plane calls will be formed by prefixing numbers designated by Command Task Force 57.

			U/T (Key) C.I. and MCW		
		R/T			Inner Inter-
		VOICE			mediate Outer
		BASE	Air	Search &	Air
		CALL	Support	Attack	Patrols
Saratoga	CV3	Red	V42	V43	V44
Enterprise	CV6	Blue	V33	V34	V35
Essex	CV9	Yellow	V36	V37	V38
Yorktown	CV10	Scarlet	V39	V40	V41
Lexington	CV16	Cardinal	V80	V81	V82
Bunker Hill	CV17	Golden	V83	V84	V85
Independence	CVL22	Maroon	V45	V46	V47

OPERATION PLAN

CEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONS

ENCLOSURE (E) (Part #1) TO APPENDIX "3" TO ANNEX (C)

AIRCRAFT CALLS (CONT.)

W/T (Key C.N. & MCW)

		:R/T			:Inner Inter-
		:VOICE			:mediate Outer
		:BASE	:Air	:Search &	:Air
		:CALL	:Support	:Attack	:Patrols
Princeton	:CVL23	:Roho	:V60	:V61	:V62
Belleau Wood	:CVL24	:Cobalt	:V63	:V64	:V65
Cowpens	:CVL25	:Sapphire	:V66	:V67	:V68
Monterey	:CVL26	:Topaz	:V86	:V87	:V88
Nassau	:CVE16	:Ruby	:V011	:V012	:V013
Barnes	:CVE20	:Brown	:V014	:V015	:V016
Sangamon	:CVE26	:Orange	:V017	:V018	:V019
Suwanee	:CVE27	:Lemon	:V021	:V022	:V023
Chenango	:CVE28	:Apricot	:V024	:V025	:V026
Liscombe Bay	:CVE56	:Purple	:V031	:V032	:V033
Coral Sea	:CVE57	:Lavender	:V034	:V035	:V036
Corregidor	:CVE58	:Violet	:V037	:V038	:V039
Colorado	:BB 45	:Silver	:	:	:
Sigsbee	:DD502	:Monel	:	:	:
John Rogers	:DD574	:Lunor	:	:	:
Burns	:DD588	:Green	:	:	:
Kimberly	:DD521	:Olive	:	:	:
Frank Hoel	:DD533	:Emerald	:	:	:
Unassigned	:	:Shanghai	:	:	:
Unassigned	:	:Hangkow	:	:	:
Unassigned	:	:Chungking	:	:	:

OPERATION PLANCTF 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 12-43 ANNEX (C) SUPPORT / AIRCRAFT PLAN-APPENDIX III-COMMUNICATIONENCLOSURE (E) (Part #1) TO APPENDIX "3" TO ANNEX (C)AIRCRAFT CALLS (CONT.)*

		:R/T	:Spotting	:Inner,
		:Voice	: Planes	:Intermediate
		:Base Call	:	:Out Air Patrol
Pennsylvania	:BB38	:Omar	:V151	:V152
New Mexico	:BB40	:Jackson	:V153	:V154
Mississippi	:BB41	:Minola	:V155	:V156
Idaho	:BB42	:Big Bear	:V157	:V158
Tennessee	:BB43	:Jocko	:V148	:V149
Colorado	:BB45	:Eureka	:V168	:V169
Maryland	:BB46	:Punchbowl	:V166	:V167
North Carolina	:BB55	:Hannibal	:V164	:V165
Washington	:BB56	:Del Rio	:V162	:V163
South Dakota	:BB57	:Danube	:V146	:V147
Indiana	:BB58	:Balboa	:V144	:V145
Massachusetts	:BB59	:Romeo	:V160	:V161
Alabama	:BB60	:Road House	:V142	:V143
Pensacola	:CL24	:Skylark	:V111	:V112
Chester	:CL25	:Gypsy	:V113	:V114
Salt Lake City	:CL27	:Desoto	:V115	:V116
New Orleans	:CL32	:Horatio	:V119	:V120
Portland	:CL33	:Horseneck	:V121	:V122
Indianapolis	:CL35	:Culpepper	:V123	:V124
Minneapolis	:CL36	:Oswego	:V125	:V126
San Francisco	:CL38	:Sutter	:V127	:V128
Nashville	:CL43	:Norman	:V131	:V132
St. Louis	:CL49	:Tamarack	:V133	:V134
San Diego	:CL53	:Antonio	:V135	:V136
San Juan	:CL54	:Conrad	:V137	:V138
Santa Fe	:CL60	:Poplar	:V139	:V140
Birmingham	:CL62	:Pincknot	:V191	:V192
Mobile	:CL63	:Matapan	:V193	:V194
Baltimore	:CL68	:Pushrod	:V195	:V196

* This list and system of calls will be used only in emergency and upon instructions of the O.T.C.

Naval Gunfire Spotting

Planes assigned spotting missions will contact Firing Ships and conduct spotting. See Appendix IV to Annex "A" of CTF 51 Op Plan, SHORE FIRE CONTROL COMMUNICATIONS PLAN. Each battleship and cruiser is assigned an aircraft voice spotting frequency in ComGenPac's Communication Plan (Com 1-43). Ships employing aircraft for spotting

~~E-C-R-T~~
OPERATION PLAN

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CEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATION

ENCLOSURE (E) (Part #1) TO APPENDIX "3" TO ANNEX (C)

AIRCRAFT CALLS (CONT.)

shore fire support missions will maintain watch on shore fire control party frequency as well as aircraft spotting frequency in order to insure quick receipt of emergency fire commands from combat and landing teams. Frequency for use between ships and spotting aircraft is specified in Table 11, Appendix One to Annex "A" - Radio Frequency Plan, CenPac Operation Plan, (Cen 1-43).

Artillery Spotting

Planes assigned artillery spotting missions will contact artillery units and conduct spotting. See Appendix IV to Annex "A" of CTF 51 Op Plan, SHORE FIRE CONTROL COMMUNICATIONS PLAN, for frequencies, call signs, and instructions. Each battleship and cruiser is assigned an aircraft voice spotting frequency in ConCenPac's Communication Plan, (Cen 1-43). South aircraft spotting for shore based artillery will guard 6530 kcs and will use general call SPYGLASS. Ship spotting planes are required to spot for shore based artillery in an emergency. They may use the ships aircraft spotting frequency. Frequency and airplane call will be transmitted to the shore fire control party for the artillery Commander, via the appropriate fire control support not as listed in paragraph 1 (a), Appendix I to Annex "A" Radio Frequency Plan, CenPac Operation Plan (Cen 1-43).

NORTH-AIRCRAFT spotting for Shore Based Artillery will use the call "Spyglass" and will guard 3942.5 kcs.

OPERATION PLAN

CTF 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATION

ENCLOSURE (E) (Part #2) TO APPENDIX "3" TO ANNEX (C)

ENCODE SECTION

UNIT	VOICE	CW CALL
Air Coordinator - Nor. #1	Clipper #1	1MB
Air Coordinator - Nor. #2	Clipper #2	1MK
Air Coordinator - Sou. #1	Spartan #1	1PD
Air Coordinator - Sou. #2	Spartan #2	1QE
Com Carrier Force (CTF 50)	Stork	9KN
Com Intercept Car. (CTG 50.1)	Stork	9KN
Com Nor Car - (CTG 50.2)	Jocko	6RY
Com Sou Car - (CTG 50.3)	Frolic	2LJ
Com Relief Car - (CTG 50.4)	Tycoon	1TJ
HQ - 2nd Mardiv A/L Team	Cossack	1BU
HQ - 27th Inf. A/L Team	Wildfire	1BQ
SAC - Galvanic	Viceroy	1TH
SAC - Galvanic ashore	Hotfoot	1YN
SAC - Galvanic - Standby	Plastic	1VK
SAC - Makin	Terrific	1QL
SAC - Makin - ashore	Freeboot	1WL
SAC - Makin - standby	Blazer	1UJ
SAC - Tarawa	Dynamo	1SG
SAC - Tarawa - ashore	Rocket	1XM
SAC - Tarawa - standby	Cougar	1UR
100 165	Uncle 1	U-1
BLT 1/165	Uncle 11	U-11
BLT 2/165	Uncle 12	U-12
BLT 3/165	Uncle 13	U-13
RCT 2	Uncle 2	U-2
BLT 1/2	Uncle 21	U-21
BLT 2/2	Uncle 22	U-22
BLT 3/2	Uncle 23	U-23
RCT 6	Uncle 6	U-6
BLT 1/6	Uncle 61	U-61
BLT 2/6	Uncle 62	U-62
BLT 3/6	Uncle 63	U-63
RCT 8	Uncle 8	U-8
BLT 1/8	Uncle 81	U-81
BLT 2/8	Uncle 82	U-82
BLT 3/8	Uncle 83	U-83

Note: SAC - Support Aircraft Commander
BLT - Battalion Landing Team
RCT - Regimental Combat Team

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ENCLOSURE (E)

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OPERATION PLANCEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATIO-----
ENCLOSURE (E) (Part #2) TO APPENDIX "3" TO ANNEX (C)
DECODE SECTION

Voice	Unit	CW CALL
Blazer	SAC - MAKIN - Standby	1UJ
Clipper 1	Air Coordinator No. #1	1MB
Clipper 2	Air Coordinator Nor. #2	1MK
Cossack	Hq. 2nd MarDiv A/L Team	1BU
Cougar	SAC-TARAWA-Standby	1UR
Dynamo	SAC - Tarawa	1SG
Freeboot	SAC - MAKIN - ashore	1WL
Frolic	ComSou. Car (CTG50.3)	2LS
Hotfoot	SAC-GALVANIC-ashore	1YN
Plastic	SAC-GALVANIC-Standby	1VK
Jocho	ComNor Car (CTG50.3)	6RY
Rocket	SAC - TARAWA - ashore	1XM
Spartan 1	Air Coordinator Sou. #1	1PD
Spartan 2	Air Coordinator Sou. #2	1QE
Stork	Com Intercept Car (CTG50.1)	9XN
Stork	Com Carrier Force(CTF50)	9XN
Terrific	SAC - MAKIN	1QI
Tycoon	Com Relief Car (CTG50.4)	1TJ
Viccroy	SAC - GALVANIC	1TH
Wildfire	Hq. 27th Inf. A/L Team	1BQ
Uncle 1	RCT 165	
Uncle 11	BLT 1/165	
Uncle 12	BLT 2/165	
Uncle 13	BLT 3/165	
Uncle 2	RCT 2	
Uncle 21	BLT 1/2	
Uncle 22	BLT 2/2	
Uncle 23	BLT 3/2	
Uncle 6	RCT 6	
Uncle 61	BLT 1/6	
Uncle 62	BLT 2/6	
Uncle 63	BLT 3/6	
Uncle 8	RCT 8	
Uncle 81	BLT 1/8	
Uncle 82	BLT 2/8	
Uncle 83	BLT 3/8	

Note: SAC - Support Aircraft Commander
 BLT - Battalion Landing Team
 RCT - Regimental Combat Team

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OPERATION PLAN

CEN 1-43 ANNEX (A) - COMMUNICATION PLAN-APPENDIX III-AIR SUPPORT

and

CTF54 A2-43 ANNEX (C) SUPPORT AIRCRAFT PLAN-APPENDIX III-COMMUNICATION

ENCLOSURE (F) to APPENDIX "3" to ANNEX (C)

CALL SIGNS - WARNING

This enclosure gives the impromptu call signs of all ships and task force, group and unit organizations - These calls will be used by ships and commands afloat over the tactical warning nets (TBS) and over the HF warning net. These nets are used for reporting enemy contacts (surface, submarine and air).

Each Support Aircraft Commander and the respective standby commands shall obtain copies of the Call Signs - Warning Net from Appendix II to Annex A of Cen I-43 (Operation Plan) if later distribution is not affected by this command.

If distribution can be affected, the Enclosure (F) will be inserted in place of this sheet.

OPERATION PLAN

No CEN 1- 43 - Annex A - Communication Plan - Appendix IV
Shore Fire Control

Appendix IV

SHORE FIRE CONTROL COMMUNICATION PLAN

NOTE: THIS PLAN WILL NOT BE TAKEN FORWARD OF LANDING TEAM
COMMAND POSTS.

1. (a) Circuits (Nets).

Naval Fire Support Control Nets:

Kourbash Forces
Primary 2500 kcs.
Secondary 2320 kcs.

Longsuit Forces
Primary 2496 kcs.
Secondary 2320 kcs.

Boxcloth Forces
Primary 2320 kcs.
Secondary 2500 kcs.

These nets are guarded respectively by the appropriate Task Force Commanders, (NET CONTROL), Landing Force Commanders, Fire Support Unit Commanders, Naval Gunfire Liaison Officers of Combat and Landing Teams when necessary, and ships assigned to fire support groups, units or sections when not engaged in a specific fire support mission. NO FIRE MISSIONS ARE TO BE EXECUTED ON THE ABOVE FREQUENCIES. When a Fire Support Ship is detailed for a specific fire support mission, it must immediately guard the assigned Shore Fire Control Party's spotting frequency. It should maintain watch on the Naval Fire Control Net, if practicable. Upon completion of a mission, the Commander of the ship's Fire Support Unit should be so informed on the Fire Support Control Net. Ships available for fire support but normally performing screening duties, must guard the Fire Support Control Net, when assigned Fire Support duty, even if necessary to drop other frequencies while so assigned.

- (b) Each Shore Fire Control Party is assigned a separate spotting frequency in accordance with the following tables. Firing ships will guard the frequency of the Shore Fire Control party to which the ship is assigned. Shore Fire Control Party Spotter exercises control of his circuit.

OPERATION PLAN

No CEN 1-43 - Annex A - Communication Plan - Appendix IV
Shore Fire Control

1. (c) NAVAL SHORE FIRE CONTROL SPOTTING PLAN
NORTHERN ATTACK FORCE

NAVAL SHORE FIRE CONTROL PARTY			BLT OR RCT SUPPORTED	ARTY. DESIG-NATION	FREQ. (KCS)	INITIALLY DESIGNATED FIRE SUPPORT SHIP	
No.	SFC CALL	NLO CALL				SHIP CALL	SHIP
10		NLO 10	-165		2500		(Coordinates control ashore)
11	SFC 11	NLO 11	1-165	105-1	3895	FS 75	MAURY (DD401)
12	SFC 12	NLO 12	3-165	105-3	3925	FS 76	GRIDLEY (DD380)
13	SFC 13		1-165	104-1	3955		
14	SFC 14		3-165	106-3	3975		
15	SFC 15	NLO 15	2-165	105-2	3912.5	FS 73	NEW ORLEANS (CA32)
16	SFC 16		1-165	249-2	4275.5		
						FS 61	NEW MEXICO (BB40)
						FS 62	PENNSYLVANIA (BB38)
						FS 63	MINNEAPOLIS (CA36)
						FS 64	SAN FRANCISCO (CA38)
						FS 71	IDAHO (BB42)
						FS 72	MISSISSIPPI (BB41)
						FS 74	BALTIMORE (CA68)
						FS 65	DEWEY (DD349)
						FS 66	HULL (DD350)
						FS 81	PHELPS (DD360)
						FS 82	MACDONOUGH (DD354)

ADDITIONAL SHIPS WHICH MAY BE)
ASSIGNED FIRE SUPPORT MISSIONS)

OPERATION PLAN

No CEN 1-43 - Annex A - Communication Plan - Appendix IV Shore
Fire Control

1. (d) NAVAL SHORE FIRE CONTROL SPOTTING PLAN
SOUTHERN ATTACK FORCE

NAVAL SHORE FIRE CONTROL PARTY			ELT OR RCT SUPPORTED	FREQ. (KCS)	INITIALLY DESIGNATED FIRE SUPPORT SHIP	
NO.	SFC CALL	NLO CALL			SHIP CALL	SHIP
20		NLO 20	-2	2496		
21	SFC 21	NLO 21	1-2	2206		
22	SFC 22	NLO 22	2-2	2260		
23	SFC 23	NLO 23	3-2	2390		
80		NLO 80	-8	2496		
81	SFC 81	NLO 81	1-8	2630		
82	SFC 82	NLO 82	2-8	2600		
83	SFC 83	NLO 83	3-8	2968		

Initially designated Fire Support Ships for Southern Attack Force will be as assigned by CTF 53. Following ships may be assigned Fire Support Missions by CTF 53.

SHIP
CALL SHIP

Fire Support Section I.

FS 11 TENNESSEE (BB 43)
FS 12 MOBILE (CL 63)
FS 13 BIRMINGHAM (CL 62)
FS 14 BAILEY (DD 492)
FS 15 FRAZIER (DD 607)

Fire Support Section III

FS 31 COLORADO (BB 45)
FS 32 PORTLAND (CA 33)
FS 33 ANDERSON (DD 411)
FS 34 RUSSELL (DD 414)

SHIP
CALL SHIP

Fire Support Section II

FS 21 MARYLAND (BB 46)
FS 22 SANTA FE (CL 60)
FS 23 GANSEVOORT (DD 608)
FS 24 MEADE (DL 602)

Fire Support Section IV

FS 41 RINGGOLD (DD 500)
FS 42 DASHIELL (DD 659)

Fire Support Section V

FS 01 INDIANAPOLIS (CA 35)
FS 02 SCHROEDER (DD 501)

OPERATION PLAN

No CEN 1-43 - Annex A - Communication Plan - Appendix IV Shore
Fire Control

1. (e) NAVAL SHORE FIRE CONTROL SPOTTING PLAN
ASSAULT FORCE RESERVE

NAVAL SHORE FIRE CONTROL PARTY			BLT OR RGT SUPPORTED	FREQ. (KCS)	SHIP CALL	SHIP
No.	SFC CALL	NLO CALL				
60		NLO 60	-6			
61	SFC 61	NLO 61	1-6	2478		
62	SFC 62	NLO 62	2-6	2538		
63	SFC 63	NLO 63	3-6	2710		

Ships will be assigned Fire Support missions as available and as situation develops.

NLO 60 will guard Fire Support Control Net of place to which Reserve is committed.

(f) AIR SPOT FOR SHORE BASED ARTILLERY

Aircraft ordered to spot for Shore Based Artillery will use the call "SPYGLASS" and will guard the following frequencies:

SOUTHERN ATTACK FORCE 6530 kcs (2nd Mardiv Artillery)

NORTHERN ATTACK FORCE 3942.5 kcs (27th USA Div. Artillery)

When battleship or cruiser planes are required to spot for shore based artillery, they may use the ship's assigned spotting frequency (Table 11 of appendix one) in an emergency. The frequency and call of the plane will be sent to the shore fire control party for the Artillery Commander via the appropriate fire control support net as listed in paragraph 1 (a) above.

(g) AIR SPOT FOR SHIP GUNFIRE.

Ships employing aircraft for spotting Shore Fire Support missions will maintain watch on shore fire control party frequency as well as aircraft spotting frequency in order to insure quick receipt of emergency fire commands from combat and landing teams. Frequency for use between ships and spotting aircraft are specified in Table 11, Appendix One to this Annex - Radio Frequency Plan.

OPERATION PLAN

No CEN 1-43 - Annex A - Communication Plan - Appendix IV
Shore Fire Control

1. (h) SHORE NAVAL GUNFIRE

RADIO FREQUENCY PLAN	KOURBASH NAVAL FIRE SUPPORT CONTROL	LONGUIT NAVAL FIRE SUPPORT CONTROL	SHORE SPOTTING	BOXCLOTH NAVAL FIRE SUPPORT CONTROL
FREQUENCY	P 2500 S 2320	P 2496 S 2320	Para. 1b, 1c 1d	2320 2500
Com Assault For (CTF 54)	L	L	L	L
Com Nor Attack For (CTF 52)	X		L	
Com Sou Attack For (CTF 53)		X	L	
Comdr. Boxcloth Attack For (as ordered)			L	X
CG NorLanFor (CTG 52.2)	X		L	
CG SouLanFor (CTG 53.4)		X	L	
C.O. Boxcloth LanFor (as ordered)			L	X
Com FS Unit One (North)	X			
Com FS Unit Two (North)	X			
Com FS Unit Three (North)	X			
Com FS Unit Four (North)	X			
Com FS Unit Five (North)	X			
Com FS Section One (South)		X		
Com FS Section Two (South)		X		
Com FS Section Three (South)		X		
Com FS Section Four (South)		X		
Com FS Section Five (South)		X		
Com FS Units Boxcloth (as assigned)				X
Each Fire Support Ship (Nor. Attack Force)	L		L	
Each Fire Support Ship (Sou. Attack Force)		L	L	
Each Fire Support Ship (Boxcloth)			L	L
Spotters			X	
Liaison Officers (Nor. Attack For.) (shift to control frequency only when required)	L		X	
Liaison Officers (Sou. Attack For.) (shift to control frequency only when required)		L	X	
Liaison Officers (Boxcloth Attack For.)			X	L

X Transmit and Listen

L Listen and transmit as required

OPERATION PLAN

No Cen 1-43 - Annex A - Communication Plan - Appendix IV Shore
Fire Control

2. Additional Call Signs for Naval Shore Fire Control Nets
are as follows:

	<u>CW</u>	<u>VOICE</u>
Com Assault Force.....	5DP	ANZAC
Any Or All Fire Support Ships.....	6AR	GINGERSNAP
Com Northern Attack Force.....	5DP	ANZAC
Com Southern Attack Force.....	7UM	RUGBY
Com Boxcloth Attack Force.....	5TD	MAXWELL
CG Northern Landing Force.....	8HP	POTLUCK
CG Southern Landing Force.....	6PH	GARFIELD
C.O. Boxcloth Landing Force.....	6BT	MOLLY
Com Fire Support Unit 1 (North).....	5CM1	RUSTIC 1
Com Fire Support Unit 2 (North).....	5CM2	RUSTIC 2
Com Fire Support Unit 3 (North).....	5CM3	RUSTIC 3
Com Fire Support Unit 4 (North).....	5CM4	RUSTIC 4
Com Fire Support Unit 5 (North).....	5CM5	RUSTIC 5
Com Fire Support Section 1 (South).....	1HT1	TRIGGER 1
Com Fire Support Section 2 (South).....	1HT2	TRIGGER 2
Com Fire Support Section 3 (South).....	1HT3	TRIGGER 3
Com Fire Support Section 4 (South).....	1HT4	TRIGGER 4
Com Fire Support Section 5 (South).....	1HT5	TRIGGER 5
Com Fire Support Unit 1 (Boxcloth).....	6SB1	CYCLOPS 1
Com Fire Support Unit 2 (Boxcloth).....	6SB2	CYCLOPS 2
Com Fire Support Unit 3 (Boxcloth).....	6SB3	CYCLOPS 3
Any Airplane Spotting For Shore Based Artillery General Call.....	7BR	SPYGLASS

OPERATION PLAN

No Cen 1-43 - Annex A - Communication Plan - Appendix IV Shore
Fire Control

3. (a) Naval Gunfire Liaison Officers and Spotters must be familiar with communication nets of the Landing and Combat Teams which may be utilized in the event of failure of the regular spotting channel.

(b) All fire support ships are prepared to operate on any shore fire control party's primary frequency.

(c) SCR - 511 radios are employed ashore in the Northern Attack Force for communication between elements of a shore fire control party. Crystal frequencies are as follows:

3010 kcs.	4845 kcs.
3625 kcs.	5500 kcs.
3995 kcs.	5880 kcs.

(d) After satisfactory communication has been established only the number and one letter immediately preceding this number need be employed as a call.

EXAMPLE: (1) FS 11 Use "S 11" or "sugar eleven"

(2) SFC 12 Use "C 12" or "charlie twelve"

(e) Authentication - use Authentication Word System as prescribed in Annex A of ComCenPac Cen 1-43 (Basic Central Pac Com Plan). It is also described in Appendix VI. Memorize and do not carry forward in written form.

4. (a) For Naval Shore Fire Control Nets, use CSP 2156 (A) (Shore Fire Control Code) and the "Shackle Code" (Paragraph 5 of this Appendix). Spotting aircraft will also be equipped with these codes. In addition, Naval Gunfire Liaison Officers and Spotters will use the facilities of Message Centers for encypting messages requiring greater security than is offered by codes in their possession.

(b) Insert the following in CSP 2156 (A)

<u>Page 5</u>	<u>VOICE</u>	<u>CW</u>
(1) Add under "Type of Fire"	NEUTRALIZING	NT
(2) Add under "Time"	AT TIME (followed by 4 numerals)	FT
(3) Add under "Target"	AA BATTERY	BA

SEP

COMM
A-IV

OPERATION PLAN

No Cen 1-43 - Annex A - Communication Plan - Appendix IV Shore
Fire Control

(b)	(4)	Add under "Projectiles"	VOICE HIGH CAPACITY WHITE PHOSPHOROUS	CW HC WP
	(5)	Add under "Density"	RATE OF FIRE (Number of salvos to fall in design- ated target area per minute)	NS
		Example: NS10 means that firing ship is to deliver a total of ten Salvos per minute into design- ated target area.		

(6)	Under "Battery" delete "Secondary" and add	SECONDARY MACHINE GUN	ND MG
-----	---	--------------------------	----------

Page 6

(1)	Add under "Fall of Shot Observation"	FUZE RANGE IN (in hundreds of yards)	FR
	Note: Add above factors to spot only when ne- cessary.	FUZE RANGE OUT (in hundreds of yards)	OU

(2)	Add under "Effect"	@ TARGET DESTROYED	TG
	@ May be followed by numerals to indi- cate target.	@ TARGET NEUTRALIZED	TN

Add under "Special Code Groups:"	AM LEAVING THIS FIRE SUPPORT AREA	AL
-------------------------------------	--------------------------------------	----

REQUEST NAVAL GUNFIRE SUPPORT	FL FR
REQUEST AIR SUPPORT	FN FR

Page 1.

(1) Paste in "SHACKLE CODE" of paragraph 5. All
important numeral expressions such as time of
attacks, shall be encoded. Spots and coordi-
nates shall not be encoded normally.

(c) Do not use USF 75 for shore spotting.

(d) CSF 2156 (A) prescribes that two letter text is to be
used by CW and plain language text to be used with voice.

SECRET

COMM
A-IV

OPERATION PLAN

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Fire Control

5. Excerpt from PYROTECHNIC CODE:

PYROTECHNIC
Green Star Cluster

MEANING
Artillery or Gunfire
or Bombs falling with-
in our lines.

6.

"SHACKLE CODE"

Cut out and paste in CSP 2156A

0	D	O	Z
1	E	P	A
2	F	Q	B
3	G	R	C
4	H	S	
5	I	T	
6	J	U	
7	K	V	
8	L	W	
9	M	X	
	N	Y	

(Cut Out)

(a) Key letter is entered in upper left square of alphabet section, followed by remainder of alphabet in normal sequence from top to bottom.

(b) Key letters change daily according to the Key Word "DOGWATCH" beginning with "D" on and before D Day, using "O" for D + 1 Day and so on. After D + 8 Day Repeat.

(c) Examples:

(1) "Will attack at shackle Queen Uncle Oboe."
MEANING: "Will attack at 1500."

(2) "Will land at shackle Peter How Sugar Easy unshackle Love Tare Shackle Item Nan covering."
MEANING: "Will land at 0330 LST 49 covering."

d. This code is prescribed for use on Air Support and Naval Shore Fire Control Nets to provide a rapid means of encoding numerals in plain language transmissions.

e. Several letter equivalents are provided for each numeral, and when encoding numerals, letters should be chosen from columns at random, avoiding repetition when possible.

OPERATION PLAN

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Fire Control

f. The indicator for this code is "Shackle," which shall be placed at the beginning of any numeral expression in this system. The term "Unshackle" should be placed at the end of the encoded numerals whenever confusion with the following groups of the text is possible.

g. Only the basic grid (portion marked "cut out") with the effective alphabet inscribed shall be carried in the field.

APPENDIX V

TO ANNEX "A" OF CONCENTPACFOR OP.PLAN 1CEN-43

ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

1000. GENERAL INSTRUCTIONS:

Communications in accordance with USF 70(A) and PACSUPP thereto, as modified herein. This appendix supplements Annex "A" of ConCenPacFor Op.Plan 1CEN-43, for Advanced Bases and Shore Based Aircraft.

1120. EFFECTIVE DATE:

This plan effective concurrently with ConCenPac Communication Plan 1-43.

1130.

Zebra time will be used as time of origin and in the text of all dispatches.

1160. ENCRYPTION OF DISPATCHES:

(a) Traffic will be enciphered except under the following conditions:

- (1) Time factor does not permit.
- (2) Interception will be of no value to the enemy.
- (3) No codes or ciphers available.
- (4) On Aircraft Voice Circuits.
- (5) On VHF and other short range circuits for air warnings, emergency communications, or during an attack phase.

(b) Normally, CLASS THREE ECM CHANNELS will be used for operational dispatches during this operation. However, in initial phases, certain GALVANIC bases will hold only CLASS II channels.

(See (c) below). This includes the Aircraft Code. (CSP 1270 series).

(c) See cryptographic Appendix VI for tables which supplement CSP 1150, and which show what publications are held by minor bases and the Landing Force.

1170. CONTACT REPORTS:

(a) URGENT precedence will be used for all enemy contact reports.

(b) SHORE BASED AIRCRAFT will report all ENEMY contacts to Parent bases. AUTHENTICATE all Contact and Amplifying Reports. (See art. 1176)

APPENDEK V

TO ANNEX "A" OF COMCENPACFOR OP.PLAN 1CEN-43
ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

- (c) SHORE BASED AIRCRAFT, less fighter and carrier types, will use Aircraft Code (CSP 1270 Series) for contact reports except under the following conditions:
- (1) Contacts with ENEMY aircraft, aircraft carriers, and seaplane tenders.
 - (2) When own plane is endangered by enemy action.
 - (3) When ENEMY forces are within striking distance of own forces or bases.

In the above cases, USE AUTHENTICATED PLAIN LANGUAGE.

- (d) To be of any value, contact reports MUST contain the following information:
- (1) Number and type of ENEMY. "WHAT"
 - (2) Position of ENEMY, latitude and longitude. "WHERE"
 - (3) Course and speed of ENEMY. "WHENCE"
 - (4) Time of contact report. USE ZEBRA TIME. "WHEN"

Make an AMPLIFYING REPORT if all the above data cannot be supplied in the first report.

- (e) NEVER report nor imply position of OWN FORCES unless ordered to do so.

1176. (a) LONG RANGE SEARCH AND BOMBARDMENT aircraft will transmit contact reports by the "R" method to parent bases. Listen 10 seconds after each transmission for receipt before re-transmitting. Repeat transmission until message is cleared and receipted for.
- (b) PARENT BASES will always receipt for contact reports and will immediately pass to COMAIRCENPAC unless COMAIRCENPAC receipts for the report AT THE TIME OF ORIGINAL TRANSMISSION.
- (c) If a Terminal Station on the Air Operational Intelligence Circuit (See 1176 (d)) has heard a contact report made by any aircraft, SHORE OR SHIP BASED, and has heard no receipt after the FOURTH transmission, that station will receipt for the report. The report will then be placed on the Air Operational Intelligence Circuit at once. Radio Funafuti is Terminal station for GALVANIC operations.
- (d) All aircraft contact reports will be intercepted by stations on the Air Operational Intelligence Circuit, which serves CENPAC, SOWESTPAC, and SOPAC alike. Aircraft contacts will be rebroadcast on this circuit. All FLAGSHIPS will guard this circuit. Other stations and advanced bases should guard this circuit insofar as personnel and equipment are available.

APPENDIX V
TO ANNEX "A" OF COMCENPACFOR OP. PLAN ICEN-43
ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

 AIR-OP-INTEL. (Air-Operations-Intelligence-Circuit)

Terminal Stations

Frequencies

Noumea	(NXZ)	4385-8770-13155
Espiritu Santo	(NUB)	
Port Moresby	(2VA)	NXZ guards all frequencies.
Guadalcanal	(NGK)	continuously and transmits on
Funafuti	(NJT)	all frequencies simultaneously.
ComAirCenPac	(NJT)	Other stations guard 8770 con-
		tinuously, and in addition
		guard 4385 at night, 13155 by
		day.

1177)

1178)

CONTACT REPORTS:

How to make them:

(a) CARRIER AIRCRAFT - Use AUTHENTICATED PLAIN LANGUAGE.

(b) SHORE BASED AIRCRAFT -

(1) For contacts when ENEMY is distant from OWN FORCES or BASES use CSP 1270 Series, unless contact is so insignificant that report may be deferred until return to base. (Such as small craft entering enemy port).

(2) For contacts close to or threatening OWN FORCES or BASES, (for example: ENEMY CARRIERS) use PLAIN LANGUAGE.

(c) RADAR CONTACTS will be broadcast immediately in PLAIN LANGUAGE on the TBS, and on the RADAR REPORTING NET. (Circuit AB(1) para. 1346).

(d) AUTHENTICATE all contact reports.

1179. RADAR REPORTS:

(a) In order that there may be only one possible meaning for a Radar Report, all Radar Reports including those from shore based ARMY radars will be expressed in Polar Coordinates as TRUE BEARINGS from Fleet Center (or ARMY radar), and distances will be expressed in NAUTICAL miles.

1340.

(a) In case of casualty, jamming or over loading on tactical circuits, any station may transmit important traffic via any of the fixed point-to-point circuits in the area. Base radio stations will be alert for this traffic and will relay it without delay. OPERATIONAL traffic always takes precedence over other traffic. Be alert for the prosine "QPE".

APPENDIX V

TO ANNEX "A" OF COMBENFACTOR OP. PLAN ICEN-43

ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

1345. ARMY AIRWAYS COMMUNICATION SYSTEM facilities.

(a) The following AACS services are available in addition to those shown in Art. 1345, USF 70(A).

<u>STATION</u>	<u>CALL</u>	<u>CONTROL TOWER</u>	<u>AIR-GROUND</u>	<u>RADIO RANGE</u>	<u>HOMING</u>
Baker	WZFS	272	4595; 8200		1620 EQ
Funafuti	WZFC	272	4595; 8200	233 NU	312 NU
Nukufetau*					
Nanomea	WZFT	272	4595; 8200	263 EJ	1674 EJ
Makin*		272	4595; 8200	260 PQ	400 PQ
Tarawa*		272-278	4595; 8200	220 JO	1642 JO
Apamama*		272	4595; 8200	380 BC	1620 BC

* NOTE: (*) PROJECTED. Establishment of these services will be promulgated later.

1346. (a)

IV - FIXED CIRCUITS

AB (1) Radar Reporting (All Bases) P. 2878
(2) S. 3765

AC Administrative Net

OAHU-TUTUILLA-FUNAFUTI (TARAWA Projected)

(1)	9050
(2)	11030
(3)	16400
(4)	8850
(5)	13380
(6)	15990

NOTE: The first three frequencies listed are normally used; the last three are available for use if required for duplex operation.

AD Minor Fixed Command Circuit (Straw Net):

TUTUILLA-UPOLU-WALLIS-FUNAFUTI-CANTON

(1)	2994
(2)	5475
(3)	8090

APPENDIX V
TO ANNEX "A" OF COMCENPACFOR OP. PLAN ICEN-45
ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

AE Island Base Net (GALVANIC)

FUNAFUTI-NANOMEA-NUKUFETAU-CANTON
 TARAWA-APAMAMA-MAKIN

(1)	3894
(2)	4015
(3)	5540
(4)	7035
(5)	9425

AF Island Base Broadcast (JUMPS)

(1) 0600-1800 Zebra (a)	4125
Continuous (b)	8250
Continuous (c)	12375
1800-0600 Zebra (d)	16500

1346 (b) V - AIRCRAFT CHANNELS

AG Shore Based Air-Central Pacific.

(1) Air Search and Reconnaissance. (C/I)	3800 (Night)
(2)	6510 (Day)
(3)	8390 (Day when required)

NOTE: For COVERING OPERATIONS that may be ordered, shore based aircraft will use the search and reconnaissance frequencies.

Air Strike and Bombardment

(4) Funafuti	5397.5
(5) Nanomea	6355
(6) Nukufetau	6385
(7) Baker	6440
(8) Canton	6475
(9) Tarawa	6655
(10) Makin	7330
(11) Apamama	7460
(12) Alternate for Circuits 4 to 11 inclusive.	8520

Air Strike and Bombardment (Cont'd) Air-Air (V)

(13)	6210 - P.
(14)	6430 - S.
(15)	6625
(16)	7680
(17)	8170

APPENDIX V

TO ANNEX "A" OF COMCENPACTOR OP. PLAN 1CEN-43
ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

(18) Air Strike and Bombardment (Cont'd) VHF P.129.06
 Army Channels intra-bomb Squadron.

(19) S.131.76

AH (1)

(2)

(3) Note: AH 1 to 5 not applicable to
 (4) shore based aircraft.

(5)

(6) Navy and Marine fighters used for air support missions
 will guard 6155 in addition to VHF.

Army VHF Channels guarded at Island bases.

(7) 140.58 Common

(8) 124.02 Army 522

(9) 126.18 Channels

(10) 127.62

AI Carrier Search and Combat Air Patrol Frequencies.

(a) VHF Channels.

(1) Channel 1 140.58 Common

(2) Channel 2 142.02

(3) Channel 3 142.56

(4) Channel 4 142.74

(b) Combat air patrols over carriers operating together will
 use channels 2,3, and 4 respectively, in ascending order
 of hull numbers.

(c) Combat air patrols over island objectives and over forces
 operating near them will use the following VHF channels:
 At MAKIN Channel 3. At TARANA, APANAMA Channel 4.

(d) (5) All combat air patrols will use 6155 kcs in case of
 failure of VHF.

(e) (6) Carrier Search Planes P. 6835

(7) S. 6620

(f) (8) Alternate Flight Command and Air
 A/S Patrol. 3005

AJ Airport (tower) Control

(1) Itinerant aircraft (HF) 6970

(2) VHF 140.58

(3) Seadrome Control 6970

APPENDIX VTO ANNEX "A" OF COMCENPACTOR OP. PLAN 1CEN-43ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

AK Crashboat
 (1) Army P. 4507.5
 (2) S. 4697.5
 (3) Navy 6390

AL Airways, Air-Ground
 (1) CW P. 4595
 (2) S. 8200
 (3) V P. 6500
 (4) S. 4495

1346. (c) VI - AERONAUTICAL FIXED CIRCUITS

AM (1) Air Operational Intelligence. (CW) 4385 (series)

AN Air Tactical Nets:
 (1) Major Air Tactical Net (GALVANIC) 3710 (Night)
 Funafuti .
 Canton
 Tarawa
 Baker
 (2) 7135 (Day)
 (3) 11130 (Day when
 required)

NOTE: Any Island Base may come up on this circuit
 to clear Operational-Priority traffic.

(4) Ellice Air Tactical Net: P. 2454
 Funafuti
 Nanomea
 Nukufetau

(5) S. 5085
 (6) Gilbert Air Tactical Net: P. 2616
 Tarawa
 Apamama
 Makin

(7) S. 5055
 (8) SAMOAN Air Tactical Net (Modified) 6590
 Funafuti
 Tutuila
 Upolu
 Wallis
 Canton

(9)
 (10)
 (11)

APPENDIX V

TO ANNEX "A" OF COMCINCPAC OP. PLAN 1CEN-43
ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

AO Aeronautical Fixed Net - AACS -
Funafuti-Nanomea-Nukufetau (When installed)

(1)	3307.5
(2)	6685
(3)	9320
(4)	

NOTE: This assignment is to be confirmed by the War Department.

AP AirSoPac Major Air Tactical Net

(1)	5250 (series)
-----	---------------

(Listed for information)

1346 (d) VII - MISCELLANEOUS CHANNELS

AR Harbor and small craft circuits

(1)	P. 2716
(2)	S. 2670
(3)	355

AS Weather collecting net -- GALVANIC

(1)	P. _____
(2)	S. _____

Frequencies will be allocated when required.

AT Weather reporting point-to-point.

(1)	_____
(2)	_____
(3)	_____

Frequencies will be allocated when required.

1346 (e) The above frequencies are tabulated in Tables I, II, and III following.

TABLE I

FIXED CIRCUITS - GALVANIC

	OAHU - TUTUILA	Island Base	Radar	Fox	Straw
	FUNAFUTI -	Net Adm.	Reporting	Jumps	Net
	Adm. Net	3894; 4015	P.; 2878	4125	2994,
	(9050, 11030;	5540, 7035	S., 3765	8250	5475
	16400) (8850,	9425		12,375	8090.
BASE STATION	13380, 15990)			16,500	
FUNAFUTI	X	X	X	X	X
NANOMEA		X	X	X	
NUKUFETAU		X	X	X	
CANTON (A)		X	X	X	X
TARAWA	Projected	X	X	X	
APANAMA		X	X	X	
MAKIN (A)		X	X	X	
OAHU	X			X	
TUTUILA	X			X	X
UPOLU				X	X
WALLIS				X	X
BAKER			X	X	

(A) - Designates Army as responsible for service.

TABLE II
AERONAUTICAL FIXED CIRCUITS - GALVANIC

BASES	Major Air Tactical Net 3710; Night 7135, Day 11,130 Day when required	Ellice Air Tactical Net 2454 P., 5085 S.	Gilbert Air Tactical 2616 P., 5055 S.	Samoan Air Tactical Net 6590	Air Command Liaison
FUNAFUTI	X	X		X	
NANOMEA		X			
NUKUFETAU		X			
CANTON (A)	X			X	To Be Established later.
TARAWA	X		X		
APAMAMA			X		
MAKIN (A)			X		
OAHU					
TUTUILA				X	
JOHNSTON					
UPOLU				X	
WALLIS				X	
BAKER	X				

TABLE III
CHANNELS

BASES					
		:Air Search and Reconnaissance 3800 (1900 - 0700) 6510(Day) 8390 Day if required.	Air Strike & Bombardment (CW) 8520 is alternate for all stations.	Air Strike & Bombardment Air - Air (Voice) 6210 P. 6430 S.	Air Strike & Bombardment VHF - Intra Bomb Squad- ron AAF. 129.06 P. 131.76 S.
		:	:	:	:
<u>FUNAFUTI</u>	X		5897.5P	_____	X
<u>NANOMEA</u>	X		6355 P.	_____	X
<u>NUKUFETAU</u>	X		6385 P.	_____	X
<u>BAKER</u>	X		6440 P.	_____	X
<u>CANTON</u>	X		6475 P.	_____	X
<u>TARAMA</u>	X		6655 P.	_____	X
<u>MAKIN</u>	X		7330 P.	_____	X
<u>APAMAMA</u>	X		7460 P.	_____	X

All

Bombers

APPENDIX V

TO ANNEX "A" OF CONCENTRATOR OP. PLAN 10EN-43

ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

2100. (a) Commanders and Communication Officers MUST NOT construe the initial breach of radio silence as license to transmit freely. The GALVANIC operation will be a continuous, protracted campaign in which the need for radio silence will be as great at the end as at the beginning. The condition of radio silence broken for any phase of the operation must be immediately and strictly reimposed as soon as the immediate need for essential communications is satisfied. Only that traffic demanded by the phase in progress can be permitted and it must NOT endanger the forces which are NOT concerned with that phase.
- (b) Assignment of PRECEDENCE must be in keeping with the true importance of each dispatch.
- (1) URGENT may only be used for enemy contacts or for serious emergencies equivalent to those for which the original radio silence might be broken.
- (2) OPERATIONAL PRIORITY may only be used for traffic pertaining to operations in progress. It may NOT be used for administrative traffic.
- (c) ADMINISTRATIVE and LOGISTIC traffic must be transmitted on the proper circuits. MAKE MAXIMUM USE OF MAILGRAMS AND AIRMAILGRAMS, MESSAGE DROPS, AND DISPATCH BOATS. Voice circuits must not be overloaded. Responsible Commanders MUST enforce Voice Circuit Discipline.
2120. RADIO SILENCE.
- (a) Long Range Search, Reconnaissance, and Bombardment Aircraft, Shore Based.
- (1) Maintain Radio Silence except:
- (a) To make Contact and Amplifying Reports.
- (b) To transmit emergency traffic involving operational safety of aircraft.
- (c) When engaged in rescue work.
- (d) When directed by the parent base.
- (2) Testing and tuning of aircraft transmitters in flight is prohibited.
2130. RADAR SILENCE.
- (a) NO condition of radar silence is prescribed for shore based radars and aircraft radars.
2160. (a) Radio equipments in aircraft will be tested only on the ground with antennae decoupled. No call letters or other expressions which may indicate location or type of aircraft shall be used. General testing of aircraft

APPENDIX VTO ANNEX "A" OF COMCENPACFOR OP.PLAN 1CEN-43ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

radio equipments will be conducted at NOON daily as required.. General testing by a flight immediately before takeoff is prohibited.

2200. RADIO FREQUENCY PLAN.

- (a) Appendix I contains the basic Radio Frequency Plan for the entire operation. It is intended for reference by Communication personnel.
- (b) The Communication plan may be made effective in advance of the Radio Frequency plan, because certain forces, groups, or units may still be at bases or in rear areas after other units have departed. Unless otherwise directed the Radio Frequency plan will become effective as follows:
 - (1) Upon getting underway from final staging points.
 - (2) Upon order of individual Force, Group, or Unit Commanders.
 - (3) Upon order of ComGenPacFor.
- (c) COMCENPACFOR (CTF 51) will listen on 2698 KC from sunset to sunrise to provide an emergency channel on which Task Force Commanders may reach him if atmospheric conditions and separation of forces are such that communication on 4295 KC becomes unreliable or inadvisable.

2213. AREA FREQUENCIES.

- (a) The SOPAC area harbor frequencies are 355 and 2562 KC. These will be guarded by ships in accordance with Art. 1341, PACFLT Supplement to USF 70(A).
- (b) CENTPAC area harbor frequencies are 2716 (Primary) 2670 (Secondary) and 355 KC.

2214. PRIMARY FOX SCHEDULES.

- (a) All ships guard NPM FOX. Guardship assignment for small ships will be arranged by Subordinate Commanders.
- (b) CinCPac "JUMP" broadcast. All major Task Group Commanders and Island base radio stations, including advanced base radio stations, will guard "JUMP" continuously.

2215.

- (a) Procedure for ship-to-shore communication has been prescribed in APPENDIX "C" OF ANNEX "C" TO CINCPAC OP.PLAN 13-43. Use of 4235 KC series in emergencies is authorized as directed by USF 70(A).

APPENDIX V

TO ANNEX "A" OF COMBIMPACTOR OP.PLAN ICEN-43
 ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

2216. DISTRESS FREQUENCY.

- (a) Task Force Commanders arrange for Distress Frequency guard.
- (b) Shore-based planes have rubber boats with an SOS transmitter on 500 KC. At 15 to 18 and 45 to 48 minutes after each hour, long range shore-based aircraft guard 500 KC.
- (c) When commissioned, RADIO TARAWA will guard 500 KC.

2217. AIRCRAFT FREQUENCIES.

- (a) Aircraft Frequencies are tabulated in the Basic Radio Frequency Plan, Appendix I.
- (b) YE/YG identification letters and modulation frequencies effective for GALVANIC OPERATION are as follows:
 - (1) The following bases are already in operation. Their identification letters and frequencies will not be changed:

<u>STATION</u>	<u>IDENTIFICATION LETTERS</u>	<u>MODULATION FREQUENCIES</u>
Funafuti	QO	545 KC.
Espiritu Santo	BP	545
Nandi (YG being installed. No further information at present)		
Midway	ZL	570
Tontouta	CJ	545
Palmyra	JY	545
Upolu, Samoan Islands	JQ	545
Guadalcanal	CZ	545
Efate	JO	545

- (2) The following stations are projected:

Nanomea	XO	545
Tarawa	OB	545
Nakin	JC	575
Apanama	QB	575
Baker	XJ	545

- (3) The following notes are offered in explanation and amplification:
 - (a) Because so many ships and stations are involved, it is considered impracticable to provide any alternate letters or frequencies.
 - (b) Ships and nearby islands were given different frequencies to avoid interference between themselves.

APPENDIX V

TO ANNEX "A" OF COMCENTAFOR OP. PLAN 1CEN-43
 ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

(c) Frequencies were assigned in the lower end of the band to permit the best performance of ships' ZB/DN equipment for homing lost planes.

(4) SOPAC air bases use a fixed sector identification letter arrangement, namely:

A N U W M K F D G L R S.

MIDWAY uses:

D L F K M R W S N G A U.

CENTPAC bases will use sector identification system prescribed in effective CSP 1270.

2218. "Crash" Rescue Communications.

- (a) Submarines engaged in Air Rescue Missions in the area of operations have been assigned the voice call "LIFEGUARD". Pilots who are being forced down in the water should broadcast the information of the impending crash TWICE using this call.
- (b) The same procedure should be following by the pilots of other aircraft who observe crashes.
- (c) The information of the Crash should:
 - (1) Give POSITION in terms of Bearing and Distance from land or in latitude and longitude.
 - (2) Give NO indication of the method by which the rescue is to be accomplished.
- (d) Shore based aircraft will announce crashes on 6210 (V).

2310. AVOIDING INTERFERENCE.

- (a) Strong enemy interference may be expected on all circuits. This has not been very successful previously in disrupting our communications when our operators have not become panicky. In any case, simply to shift frequency is not enough, and it also tells the enemy that his jamming is successful.
- (b) If enemy interference becomes so effective that it is IMPOSSIBLE to copy through it, the following steps may be taken:
 - (1) If adequate equipment is available, ships and bases will keep a transmitter and receiver on both Primary and Secondary frequencies of important circuits, split-phonng the watch. Then when jamming is actually experienced both Primary and Secondary will be keyed simultaneously.

APPENDIX V

TO ANNEX "A" OF COMCENPACFOR OP.PLAN ICEN-43
ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

- (2) If only a single transmitter or receiver is available there is danger that the signal from the officer controlling the circuit to shift to the Secondary frequency may be missed. In such cases each station should shift to the Secondary every minute of the hour which is DIVISIBLE BY FIVE and listen on the Secondary for 45 seconds. When it has been determined that the Secondary frequency is being used, shift your transmitter to that frequency.
- (3) Send traffic on fixed point-to-point circuits or ship-to-shore series for delivery to NPM FOX or JUMP if situation permits.

2323. Upon receipt of this plan all ship and shore based aircraft and portable equipment will be calibrated on all frequencies which may be called for by the Basic Radio Frequency Plan (Appendix I).

2400. AUTHENTICATORS:

- (a) In general, follow the instructions in Art. 351, USF 70(A) i.e.; "....authenticators shall be used by transmitting stations:
- (1) When there is suspicion or evidence of enemy deception on the circuit.
 - (2) Upon request of a ship or station which suspects deception.
 - (3) Upon first making contact when establishing communication or entering a circuit for the first time." Avoid authenticators using letters "R" or "K" from the text.
- (b) On Voice Circuits use Message Authenticators only. On CW Circuits the procedure set forth in CSPM 409 should be followed, using:

QPA to mean "Authentication challenge is _____"

QKA to mean "Authentication of this message is _____"

QLA to mean "Authenticate your message."

See CSPM 409 and CSP 1286.

- (c) All plain language dispatches, contact and amplifying reports, dispatch orders, or directives MUST be authenticated. Anticipate enemy deception.

2420. The following AUTHENTICATOR systems will be used:

(See also the Cryptographic Annex, Appendix VI).

- (a) by Ships, Bases, Division HQs ashore, LST and LCI(L)
- (1) Effective edition, CSP 1286.

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 ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

- (b) by Carrier Aircraft and Landing Craft
 - (1) Authentication word system (Primary)
 - (2) CSP 1270 Series, Effective edition. (Secondary)
- (c) by Shore-based aircraft, LESS fighter and carrier types, and air bases.
 - (1) CSP 1270 Series, Effective edition.

2423. AUTHENTICATOR WORD SYSTEMS.

- (a) The AUTHENTICATOR, sent at the end of the transmission, and just before AR or K ("Out" or "Over") will consist of three letters or characters separated from the text (body) of the message:
 - (1) by the prosine QKA if transmission is by CW.
 - (2) by the word "BREAK" if transmission is by voice.
- (b)
 - (1) The first two characters of the AUTHENTICATOR are any two alternate letters taken from the authenticator word for the day (See 2423 (d) below).
 - (2) The third letter or character is any one of the FIRST THREE letters or characters in the first group of the text. (The text of the message is that part that lies between the "BREAK" signs (BT). The third character is taken from the first word of the text AS TRANSMITTED, that is, from the first code group if transmitted in code, or from the first word if transmitted unenciphered).
- (c) EXAMPLES. Assume the AUTHENTICATOR WORD for the day is Trident, and the transmission is by CW:

LKR v 7EF BT TRQZ HREX BT 1029Z QKA RDT K

Note that the authentications RDR or RDQ are equally correct.

Assuming the same AUTHENTICATOR WORD and transmission by voice:

"Hello War Eagle this is Lone Pine Break Attack Completed Break Easy Tare Able Over."

In this case the authentication Easy Tare Tare is equally correct.

There are, of course, many other correct authentications available for each of the two examples above.

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- (d) Authenticator words change at 0000Z daily. Note that this differs from SOPAC area procedure. Dates are GCT date, since the GALVANIC operations will use ZONE ZEBRA time. Attention is invited to the fact that SOPAC will use the same authenticator words for the period of the GALVANIC operation as will CENPACFOR. The authenticator words are tabulated in the Cryptographic Appendix.

2500.

- (a) Comply with effective directives and publications for enciphering the call signs taken from the U.S. Navy Call Sign Book.
- (b) "COMBAT CALLS" ("Zebra Calls") are three character temporary call signs and will not be enciphered. (See Appendix II)
- (c) "Codress" shall be used to the maximum practicable extent.
- (d) Submarines engaged in aircraft rescue missions are assigned the call "LIFEGUARD". (See also para. 2218(a)).

2530)

2540) "V" CALLS FOR AIRCRAFT FLIGHTS, AND FIGHTER DIRECTOR SHIP AND COMBAT CONTROL CALL SIGNS.

- (a) Carrier, Battleship, and Cruiser aircraft are assigned calls Victor 1 to Victor 200.
- (b) The following table is set up to provide for shore-based Army, Navy, and Marine Corps units. This table also includes word calls for Fighter Director units at the various bases. (See Art. 3311 USF 70(A) and Appendix II).

MISSION:	Search-Recon.	Bomb-Strike	Unassigned	Fighter Director
BASE				
ComAirConPac	00V0			Eagle
Funafuti	V201-V203	V395-V399	V224-V230	Buzzard
Canton	V211-V213	V385-V389	V234-V240	Condor
Baker	V221-V223	V375-V379	V244-V250	Coral
Nukufetau	V231-V233	V365-V369	V254-V260	Lava
Nanomea	V241-V243	V355-V359	V264-V270	Rocky
Apamama	V251-V253	V345-V349	V274-V280	Copper
Tarawa	V261-V263	V335-V339	V284-V290	Bronze
Makin	V271-V273	V325-V329	V294-V300	Brassy

(See Appendix II)

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2550. CALLS FOR VOICE CIRCUITS are included in the Call Sign Appendix.
2570. Temporary "ZEBRA" calls assigned are listed in the Call Sign Appendix. These call signs will not be enciphered.
3420. The Amphibious Force PANEL AND PYROTECHNIC CODE is to be found in the Cryptographic Appendix.
4000. OTHER SYSTEMS.
(a) Make maximum practical use of dispatch boats and message drops.
(b) Maximum use of airmail and U.S. mail is required.
5210. GENERAL.
(a) MTB and LANDING CRAFT larger than LCT(5) or small boats hold Minor War Vessel Recognition Signals.
(b) LCT(5) and small Landing Craft will answer challenge of other vessels by FULL SWEEP of a light with a RED lens as follows:

EVEN DATES - Sweep light VERTICALLY once each way, up and down. The first sweep may be in either direction.

ODD DATES - Sweep light HORIZONTALLY in similar fashion.

This procedure is also standard in SOPAC area.
(c) Commander Transports will supply XAK and XAP with extracts from Recognition Signals for Major War Vessels.
(d) Merchantmen do not hold Man-of-War Recognition Signals.
(e) Standard approach doctrine for GILBERT ISLAND bases will be the same as that for FUNAFUTI.
- 5230) This paragraph effective, subject to the remarks below:
5231) Follow procedure laid down in this Article, but above all -

TURN ON IFF AND KEEP IT ON

- (a) IFF is the PRIMARY means of recognition of all aircraft and MUST be kept turned on except when within 25 miles of an enemy air base on an attack mission. The requirement to keep IFF on applies also to transport planes and itinerant aircraft flying the regular airways between bases. Planes which do not show IFF had better approach

APPENDIX V

TO ANNEX "A" OF CONCENTRATOR OP. PLAN ICEN-43

ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

carefully because this force will shoot at any unidentified aircraft with every gun which can be brought to bear.

- (b) Aircraft signal lights and the effective SP series of Recognition signals are SECONDARY means of aircraft identification.
- (c) REMEMBER TO:
 - (1) Test IFF before flight, to make sure it is working.
 - (2) TURN IT ON AND KEEP IT ON.

5320. EMERGENCY IDENTIFICATION. Surface Vessels, Aircraft, and Submarines:

(a) Use effective systems.

(b) IFF POLICY.

(1) FOR AIRCRAFT. "TURN IT ON AND KEEP IT ON"

(a) All planes in the air shall have IFF in operation continuously.

(b) IFF codes are assigned as follows:

CODE ONE: Search and Attack Groups

CODE TWO: Inner, Intermediate, and Outer Air Patrols, Surface Ships.

CODE FOUR: Any aircraft making contact with or shadowing enemy surface craft or aircraft.

CODE FIVE: Combat Air Patrol.

EMERGENCY selection: Used by all planes when:

- (1) being forced down.
- (2) being fired on by own forces.

(c) IFF DETONATORS must be installed in all planes which may fly over land areas held by the enemy.

(d) Ships should NOT operate Interrogators continuously, but only when challenging.

6100. (a) A Cryptographic Manual is supplied as Appendix VI to this plan. The General Instructions of section 6100 of USF 70(A) are effective where they do not conflict with the Cryptographic Manual.

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TO ANNEX "A" OF COMCENPACFOR OP. PLAN 10EN-43

ADVANCED BASE AND SHORE BASED AIRCRAFT COMMUNICATION PLAN 1-43

6100.

(b) The table below indicates the CLASSES OF PUBLICATIONS held by Advance Bases. This information is subject to change as the operation progresses. A list of RADIO CALL SIGNS is included for convenience.

<u>BASE</u>	<u>RADIO CALL SIGN</u>	<u>CRYPTO-AIDS HELD</u>
ComAirCenPacFor	NJT (Base station)	Class 5 Afloat
Baker	ZLB	Class 2
Bora Bora	NKO	Class 3, less ECM, plus 46
Canton	NAP	Class 2, plus 182
Christmas	WVHW (Army)	110, 181
Fanning	WVHS (Army)	110, 181
Funafuti	NJT	Class 3 Ashore
Johnston	NIQ	Class 3, less ECM, plus 46
Midway	NQM	Class 3, plus 105
Nanomea	NEH	Class 2, plus Recognition Series RPS 120 Column 7
Nukufetau	NHI	Ditto
Penryhn	WYVJ (Army)	110
Palmyra	NIX	Class 3, full allowance
Suva	NCN	Class 3, plus 182
Tonga Tabu	NCP	Class 3, less ECM, plus 46
(Tutuila)	NPU	Class 3
(ComGenSamoa)	NPU (Base station)	Class 5 Afloat
(Upolu)	NJM	Class 2
(ComGenThirdMarines)	NJM (Base station)	Class 5 Afloat
Wallis	NHZ	Class 2*

NOTE: (*): Class 4 is held by an activity based on Wallis, NOT by the base. Full details not available.

APPENDIX VTO ANNEX "A" OF COMCENPACFOR OP. PLAN 1CEN-43ADVANCED BASE AND SHORT BASED AIRCRAFT COMMUNICATION PLAN 1-43

6300. Spare temporary signals or additional code groups have been printed in such form in the Cryptographic Manual that meanings can be inserted when assigned.
7000. COMMUNICATION INTELLIGENCE WILL BE directed and signalled by the OTC.
7340. RADAR SEARCH. Radar guardships and Radar search assignments will be signalled by the OTC of each disposition.
7500. RADIO INTELLIGENCE and INTERFERENCE will be directed by COMCENPACFOR.

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CRYPTOGRAPHIC AIDS and INSTRUCTIONS

1. For tactical communications between the Landing Force and the Attack Force, the following Cryptographic Aids are prescribed:

(a) CSP 1500(M209) and CSP 1607(SIGTRI). Hagelin Cryptographer and Joint Key List. This code is prescribed as the primary cryptographic system for joint tactical communications. CSP 1500(M209) and CSP 1607(SIGTRI) will be landed by landing force units down to and including battalion CP's and Shore Party Message Centers. Keys will change by Zone Zero Dates at 0000 GCT daily. The devices should be set up with the effective key for DOG Day on board ship prior to debarkation. Effective dates of CSP 1607(SIGTRI) series are as follows:

November 1	CSP 1607 (JH)	(SIGTRI 8)
December 1	CSP 1607 (JI)	(SIGTRI 9)
January 1	CSP 1607 (JJ)	(SIGTRI 10)

(b) CSP 1683(A) (SIGMIS). Joint Operation Code. This code is prescribed as the Secondary Cryptographic System for joint tactical communications. It will be landed by landing force down to and including battalion CP's and Shore Party Message Centers. Enter spare group assignments given in enclosure (A) to this Appendix.

(c) CSP 1528(c). Amphibious Warfare Code. This code is prescribed as reserve for CSP 1683(A) (SIGMIS). Stocks will be landed by regimental headquarters only, to be distributed in case of compromise of CSP 1683(A) (SIGMIS).

(d) CSP 1270 series. Aircraft Signal Code. This code is prescribed primarily for use on aircraft nets. It will be landed by units of the landing force down to and including battalion CP's. It is carried only by the larger types of aircraft (Army heavy and medium bombers, and Navy patrol planes); by all aircraft tenders and bases; and by all ships except IST, LCI(L), and LCT(5) types. In regard to Air Liaison Parties it will be carried down to and including regimental team commanders. (It will be noted that the CSP 1270 series now contains an aircraft Homing Code with code letters for use as bearing signals on homing equipment installed aboard ship).

2. PLAIN LANGUAGE may be used by:

APA or AKA
Shore Parties
Landing Teams
Boat Control Vessels
Air Liaison Parties

during

(Actual Combat
Air Attacks
Serious Emergencies
Ship-to-Shore Movements)

Make maximum use of "Shackle Code", enclosure (C), for concealing numerals.

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No. Gen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

3. For Naval Shore Fire Control Nets, use CSP 2156(A), (Shore Fire Control Code) (with additions given in enclosure (B) to this Appendix), and the "Shackle Code", (enclosure (C) to this Appendix). Spotting aircraft will also be equipped with these codes. (See paragraph 1161 of this Annex.)
4. For Aircraft Communications, the following Cryptographic Aids are prescribed:
 - (a) Spotting planes use CSP 2156(A) (Shore Fire Control Code) (with additions given in enclosure (B) to this Appendix).
 - (b) Combat Air Patrol use CCBP 0123 and CSP 1292. (Fighter Director Vocabulary and Procedure.)
 - (c) Direct Support Aviation:
 - (1) Direct communications between Support Aircraft, Air Liaison Parties and Support Aircraft Commander will be conducted in plain language, except that important numeral expressions (such as time expressions) shall be encoded with the "Shackle Code".
 - (2) Where security is necessary, (see paragraph 1161 of this Annex), Air Liaison Parties shall use the facilities of Message Centers.
5. Surface ships use normal Navy Cryptographic Systems except, where Ground Forces are involved, they will give precedence to joint Crypto-Aids in the order prescribed in paragraph (1) above.
 - (a) XAP's and XAK's hold only the following Cryptographic Aids (with all R.O.B. editions up to January 1, 1944):
 - (1) General Signal Book with Combined Appendix.
 - (2) Signal Vocabulary.
 - (3) Pacific Area and World-Wide Signal Ciphers.
 - (4) Hagelin (M209) with Pacific Area and Joint (SIGTRI) key list series. (Joint Key List is primary).
 - (5) Joint Operations Code (SIGMIS).
 - (6) Amphibious Warfare Code (Reserve for SIGMIS).
 - (7) Strip Cipher Based. Pacific Area and World-Wide Class 2 strip systems.
 - (8) Aircraft Signal Code.
 - (9) Radio call sign cipher.
 - (10) Pacific Area Authenticator System with Instructions.
 - (11) Appropriate non-registered communication publications.

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No. Gen 1-43 (Annex A- Communication Plan) Appendix VI Cryptographic.

(b) LST's and LCI(L)'s hold only the following Cryptographic Aids during operations against hostile shores:

- (1) CSP 1286 (Pacific Area Authenticator System) (effective edition).
- (2) CSP 1527 (Instructions for use of CSP 1528).
- (3) CSP 1683(A) (SIGMIS) (Joint Operations Code).
- (4) CSP 1528 (Amphibious Warfare Code).

Note: These Aids are held by -

- a. All Fleet Units
- b. Army Units as indicated in paragraph 1.
- c. Marine Units as indicated in paragraph 1.

(c) LCT(5)'s hold no Cryptographic Aids during operations against hostile shores, with the exception that, Flotilla, Group and Division Commanders hold the current edition of the CSP 1286 series (Pacific Area Authenticator System.)

(d) AM's will NOT carry ECM. They will have Class 3 Afloat allowance, Less ECM.

6. The ECM will NOT be landed until directed by CINCPAC.

(a) Unless otherwise directed by the Force Commander, Crypto-Aids will be augmented after the assault phase as follows:

DOG plus 4 Days: The Headquarter Parties at MAKIN, TARAWA, and APAMAMA will have aids as follows:

Channels - 106
110
143
144
171
174
186

DOG plus 10 Days: The Headquarter Parties at MAKIN, TARAWA and APAMAMA will have aids as follows:

A full Class 2 Ashore Allowance.

7. Destruction of Cryptographic Aids.

(a) The person who is using a Cryptographic Aid is responsible for destroying it in order to prevent its compromise by falling into enemy hands. He is "tne-man-on-the-spot" and his decision must be final. Aids which have been destroyed can be replaced. Aids which have been lost by capture may mean the loss of the war and each person who is in possession of Cryptographic Aids must keep this responsibility always in mind.

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No. Gen 1-43 (Annex A- Communication Plan) Appendix VI Cryptographic.

- (1) It should be noted that reserve on board editions should always be destroyed, in the same order of precedence, before the current editions are destroyed considerably in advance of destruction of all publications.
- (b) For convenience the following order of destruction of Code and Signal Publications is quoted from Communication Standing Order #7.
 - (1) Recognition Key Lists and Memoranda.
 - (2) General purpose Cryptographic Systems, ECM wheels and Key lists, Strip alphabets and Key Lists, Joint reciphering and recoding tables.
 - (3) Secret dispatch files and operation orders.
 - (4) Special purpose operational systems, Signal Ciphers, Contact Codes and Ciphers, Authentication Systems.
 - (5) Call ciphers and Key Lists, and Secret or Confidential Call Lists.
 - (6) Other code and signal publications.
8. Administrative messages, logistic messages and lengthy reports will be delivered by dispatch boat to transports or commanders afloat for further transmission in compliance with Article 4000(b), Basic Plan, Annex "A".

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9. CRYPTOGRAPHIC AIDS HELD BY ISLAND BASES

<u>BASE</u>	<u>RADIO CALL SIGN</u>	<u>CRYPTO-AIDS HELD</u>
BAKER	ZIB	Class 2.
BORA BORA	NXO	Class 3, Less ECM plus 46
CANTON	NAP	Class 2, plus 182
CHRISTMAS	WVHW (Army)	110, 181.
FANNING	WVHS (Army)	110, 181.
FUNA FUTU	NJT (The Curtiss, with ComAirCentPac embarked, holds Class 5.)	Class 3.
JOHNSTON	NIQ	Class 3 plus 46 less ECM
MIDWAY	NQM	Class 3 plus Channel 105 (ComSubron in Sperry Class 4)
NANOMEA	NEH	Class 2 Afloat & Recog. Series RPS 12C Column 7.
NUKU FETAU	NHI	Class 2 Afloat & Recog. Series RPS 12C Column 7.
PENRYHN	WYVJ (Army)	110.
PALMYRA	NIX	Class 3.
SUVA	NCN	Class 3 plus 182
TONGA TABU	NCP	Class 3 less ECM, plus 46
TUTUILA	NPU	Class 3. (ComGen Samoa is a Class 5 holder).
UPOLU	NJM	Class 2. (ComGen 3rd. Mar. Brigade is a Class 5 Afloat Holder)
WALLIS	NHZ	Class 4.

THE FOLLOWING EXCEPTIONS AND ADDITIONS TO CSP 1150 and 818(B) SHOULD BE NOTED:

1. AM'S: AM'S of this force are class 3 less ECM
2. ARGUS: An Argus holds only the fighter vocabulary and directions.
3. GROPAC: Class 2 ashore.
4. PC AND PCE: PC and PCE are class 3 less ECM unless assigned to task force or ocean escort duty (CSPM 381).
5. XAP's and XAK's: Have allowance only as listed in para 5(c) of this appendix.

Operation Plan

No. Gen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

10.

AUTHENTICATION

A. Naval Ship Nets: Use effective edition CSP 1286 series. Attention is to CSP 1521(A) for instructions in the use of this system.

(1) Effective editions of the CSP 1286 series are as follows:

Nov 1.....CSP 1286 (M)
Dec 1.....CSP 1286 (N)
Jan 1.....CSP 1286 (O)

B. Alternate Letter System: For use on Fire Control Nets, Landing Force Nets, Ship-to-Shore Nets, Aircraft Voice Nets where necessary and all joint use. (This system should be memorized).

(1) This authenticator system employs the use of Alternate Letters picked at random from a memorized key word, plus one character of the text of the message being authenticated as the last letter of the three letter authenticator. (Effective dates are GCT).

(2) Elements are assigned as follows:

(a) Assume key word "FORMALDEHYDE"

(b) Text element any one of first three characters of the text, omitting code indicators and prosines, if present. To authenticate call-ups, text element is provided by inserting appropriate comprosig such as "INT QSA" ("What is my signal strength?"), or for voice transmission, by inserting an appropriate phrase, such as "How do you hear me?". To authenticate receipts for messages, add identifying data (such as time group) of message being receipted for, to provide text element. In this case the text element of the authenticator is taken from the message referred to.

(3) Place authenticator in the final instruction, following the operating signal "QKA" ("Authentication of the message is ____"). (This procedure used on CW Circuits only). On Voice Circuits the operating signal "QKA" is not used. (See example below:)

EXAMPLES:

(a) ABC V XYZ BT MISSION COMPLETED BT 1050 QKA EYS K (Alternates FRM, RAI, etc.)

(b) ABC V XYZ INT QSA QKA HDN K (Alternates FRI, OMT, etc.)

(c) "HULLO UNCLE ONE, THIS IS JIMMY, BREAK HOW DO YOU HEAR ME BREAK, MIKE LOVE OBOE OVER" (Alternates HOW DOG HOW, LOVE EASY WILLIAM, etc.)

(d) XYZ V .BC -R- 1050 QKA LEM AR (Receipting for (1) above). Note prosine -R- is not an element, the third element of this authentication is obtained from the message receipted for.

(4) Effective key words will be promulgated by dispatch, by the Force Commander. (See Para. D below for effective Key Words period 1 Nov - 1 Jan.

C. Navy patrol planes and army bombers may use the Authenticator System in the CSP 1270 series on CW Nets.

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AUTHENTICATION - Cont'd

10.

D. Following are daily Authentication words for period 1 November through 31 December.

NOV 1 - 30

<u>Date</u>	<u>Authentication Word</u>	<u>Date</u>	<u>Authentication Word</u>
1	STEREOSCOPE	16	CONGRATULATIONS
2	COMBUSTIBILITY	17	UNDERCARRIAGE
3	UNFORESEEN	18	MILLIMETRE
4	REPRESENTATIVE	19	CHRONOLOGICAL
5	ANTISEPTIC	20	CREDENTIALS
6	HUNDREDWEIGHT	21	HYPODERMIC
7	WITHDRAWAL	22	REINFORCEMENT
8	VICTORIOUSLY	23	INDISTINGUISHABLE
9	UNPROCURABLE	24	FUNCTIONIOUS
10	STRYCHNINE	25	MAGISTRATE
11	NEVERTHELESS	26	VENTILATOR
12	SULPHURETTED	27	CULBERSOME
13	ADAPTABILITIES	28	TELEGRAPHIST
14	NEIGHBOURHOOD	29	BREAKWATER
15	RADIOLOGICAL	30	JUSTIFICATION

DEC 1 - 31

1	WHEREABOUTS	17	FUNDAMENTAL
2	WEATHERPROOF	18	DEFENCELESS
3	WATERLOGGED	19	CRYPTOGRAPHY
4	UNSUPPORTED	20	BELLIGERENT
5	TERRITORIAL	21	HEADQUARTERS
6	SUPERSTRUCTURE	22	AVOIRDUPOIS
7	SUPERCHARGE	23	UNPRECEDENTED
8	SUBSTANTIVE	24	FORFEITURE
9	STONEKEMPER	25	CREDITABLE
10	SIGHTSETTER	26	ANNOUNCEMENT
11	QUESTIONNAIRE	27	BEFOREHAND
12	QUARTERDECK	28	NULLIFYING
13	PHOTOGRAPHIC	29	ABBREVIATION
14	MISUNDERSTOOD	30	ACCUMULATION
15	MERCHANDISE	31	CONTROLLER
16	ANCHORAGE		

Operation Plan

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

ENCLOSURE (A) TOAPPENDIX VI TO ANNEX "A"ASSIGNMENT OF SPARE GROUPS FOR CSP 1683 (A) (SIGMIS) -JOINT OPERATIONS CODE

1. Insert the following pages in front of page 27 of CSP 1683 (A) (SIGMIS). These pages constitute an assignment to the "Geographic List" (page 26) and to the spare groups listed at the bottom of each page of the "Vocabulary" section. No entries should be made in the "Decode" section of this publication. When a geographical or spare code group appears while decoding a message, reference should be made to these pages.

COMM
A-VI

Operation Plan

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

LANDING FORCE ORGANIZATION

SEPARATE CODE GROUPS ARE PROVIDED ON EACH LINE FOR A UNIT AND ITS CO

ABNO.....2nd Marine Division
AEYA.....2nd Marines
AIEU.....1st Battalion
AJBA.....2nd Battalion
AJJU.....3rd Battalion

AKGA.....6th Marines
ALLA.....1st Battalion
ALPI.....2nd Battalion
AMRA.....3rd Battalion

ANGU.....8th Marines
AODA.....1st Battalion
AONY.....2nd Battalion
AUJI.....3rd Battalion

AYFU.....10th Marines
BDHY.....1st Battalion
BFLI.....2nd Battalion
BGOE.....3rd Battalion
BSAE.....4th Battalion
BVNA.....5th Battalion

CEJI.....18th Marines

CMHU.....165th Infantry
CNOY.....1st Battalion
COUY.....2nd Battalion
CREU.....3rd Battalion

CME.....Maj. Gen. J. C. SMITH
CULA.....Col. W. MCN. MARSHALL

CUPI.....Col. M. G. HOLMES

CWEO.....Col. E. E. HALL

DFAY.....Brig. Gen. T. E. BURKE

DGTA.....Lt. Col. E. S. LAUE

DHCE.....Col. GARDNER CONROY

~~SECRET~~

COMM
A-VI

Operation Plan

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

FORCE ORGANIZATION

DJVV.....Assault Force
DLDO.....Northern Attack Force.
DLFU.....Southern Attack Force.
DMCA.....MAKIN LST Unit No. One.
DNLI.....TARAWA LST Unit No. One.
DPUE.....MAKIN LST Unit No. Two.
DSKO.....TARAWA LST Unit No. Two.
DURE.....MAKIN Garrison Group.
DYIE.....TARAWA Garrison Group.
DYRY.....APAMAMA Garrison Group No. One.
EBAI.....APAMAMA Garrison Group No. Two.

SUPPLEMENTARY VOCABULARY

EDGA.....AKA (Attack Cargo Ship) (Nr. may be indicated)
EITY.....AM (Minesweeper) (Nr. may be indicated)
EJPE.....APA (Attack Transport) (Nr. may be indicated)

EMNU.....LCI (Landing Craft, Infantry) (Nr. may be indicated)
EOUI.....LCT (Landing Craft, Tank) (Nr. may be indicated)
ETMA.....LSD (Landing Ship, Dock) (Nr. may be indicated)
EUAO.....LST (Landing Ship, Tank) (Nr. may be indicated)
EYLE.....PLANE from ship indicated.....
FAUE.....PLANE from base or flight indicated.....

SHIPS (Alphabetically)

FDSU.....	ALCYONE	FSOI.....	BARNES
FGBA.....	ANDERSON	FUFU.....	SELLATRIX
FIWY.....	ASHLAND	GEWI.....	BELLE GROVE
FKEO.....	AYLWIN	GJAI.....	BIDDLE, W.P.
FLJO.....	BAILEY	GNTS.....	BIRMINGHAM
FLNY.....	BALTIMORE	GOIY.....	BURDEN R. HASTINGS
FODU.....	BANCROFT	GPDA.....	BURNS

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No. Gen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

SHIPS (Alphabetically)

GVLO.....	CALFELT	LBWL.....	KIMBERLEY
GYSE.....	CALVERT	LGWE.....	LEONARD WOOD
HBJI.....	CHARLES R. GREER	LIKI.....	LISCOMB BAY
HBPY.....	CHENANGO	LNTY.....	MAC DONOUGH
HCRO.....	COGHLEN	LOSI.....	MARYLAND
HFIO.....	COLORADO	LOUO.....	MAURY
HICU.....	CORAL SEA	LPBO.....	MCKEE
HJJY.....	CORREGIDOR	LRGO.....	MEADE
HKOY.....	COTTEN	LSHE.....	MIDDLETON
IFFA.....	COLELL	LSNU.....	MINNEAPOLIS
IJNY.....	DALE	LUSE.....	MISSISSIPPI
IMUE.....	DASHIELL	LYPU.....	MOBILE
INHU.....	DEWEY	MCCA.....	MONAGHAN
IPSU.....	DOXYN	MFCU.....	MONROVIA
ITFI.....	FARRAGUT	MIUY.....	MORRIS
IVNE.....	FELAND	MKCO.....	MURRAY
JAIE.....	FRANKS	MNPI.....	MUSTIN
JAKI.....	FRAZIER	MNSO.....	NASSAU
JCTE.....	GRANSEVOORT	MODY.....	NEW MEXICO
JENY.....	GRIDLEY	MOTE.....	NEW ORLEANS
JGPE.....	HARRIS	MYRO.....	NEVILLE
JH DU.....	HARRISON	NABO.....	ORMSBY
JIIU.....	HARRY LEE	NCNU.....	PENNSYLVANIA
JKRO.....	HAZELWOOD	NDRO.....	PERSUIT
JOLI.....	H. C. THOMAS	NEVI.....	PHELPS
JRCU.....	HEFFMAN	NGIO.....	PIERCE
JSFO.....	HEYWOOD	NMLE.....	PORTLAND
JVOA.....	HOEL	NMSU.....	REQUISITE
KOBA.....	HUGHES	NROU.....	REVENGE
KEGA.....	HULL	NRRY.....	RINGGOLD
KEKI.....	IDAHO	NTBU.....	RUSSELL
KOOI.....	INDIANAPOLIS	NTRA.....	SAN FRANCISCO
KRVA.....	J. F. BELL	NUAE.....	SANGAMON
KTNO.....	JOHN ROGERS	NUGU.....	SANTA FE

COMM
A-VI

Operation Plan

No. Gen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

SHIPS (Alphabetically)

NWIA.....SCHROEDER
NWKE.....SHERIDAN
NYUO.....SIGSBEE
CCMI.....SUWANNEE
OEFY.....TENNESSEE
OFEI.....THOMAS, H.C.

OMTU.....THUBAN
OICY.....VIRGO
OIPA.....WHITMAN
OJYE.....WILEMAN
OLLI.....ZEILIN

COMM

A-VI

Operation Plan

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

GEOGRAPHICAL SPARE GROUPS

ATCE-GEO. 001 GILBERT ISLANDS

FCKO-GEO. 002	APAIANG
ATGO-GEO. 003	ARANUKA
CTMO-GEO. 004	APORAI
GTBO-GEO. 005	BERU
WNSE-GEO. 006	KURIA
CRGY-GEO. 007	MAIANA
IMEY-GEO. 008	MARAKI
KBBY-GEO. 009	NONUTI
LSPY-GEO. 010	NUKUNAU
CPRE-GEO. 011	ONEAKA
WRNO-GEO. 012	ONOTOA
BEGI-GEO. 013	TAMANA
UCIU-GEO. 014	TAPETEUEA

AGUY-GEO. 015	<u>APAMAMA</u>
HIAO-GEO. 016	ABATIKU
AKOU-GEO. 017	ENTRANCE
UYIA-GEO. 018	KABANGAKI VILLAGE ISLE
ALSO-GEO. 019	TABAIANG VILLAGE ISLE

WAEU-GEO. 020 LITTLE MAKIN

FNUO-GEO. 021	KIEBU
KLTA-GEO. 022	ONNE

Operation Plan

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

GEOGRAPHICAL SPARES (Cont'd)

MAWO-GEO. Ø23.....MAKIN

NUEO-GEO. Ø24.....BUTARITARI

WCMO-GEO. Ø25.....KOTABU

HCKA-GEO. Ø26.....NAMOKA

IYIY-GEO. Ø27.....NATATA

NOAI-GEO. Ø28.....NEBUNI

UKEY-GEO. Ø29.....OTEARIKI

IUIE-GEO. Ø30.....TUKERERE

NJIE-GEO. Ø31.....UBRANTKOTO

UHKU-GEO. Ø32.....TARAWA

WLJI-GEO. Ø33.....BAIRIKI

BCUI-GEO. Ø34.....BANRAEABA VILLAGE ISLE

GOGU-GEO. Ø35.....BETIO

IRVO-GEO. Ø36.....BIKEMAN

YIRA-GEO. Ø37.....EITA VILLAGE ISLE

YGGA-GEO. Ø38.....JALUIT ATOLL

PEAE-GEO. Ø39.....KWAJALEIN ATOLL

TFRI-GEO. Ø40.....MILI ATOLL

YKHI-GEO. Ø41.....NAURU

LIRY-GEO. Ø42.....OCEAN

COMM
A-VI

Operation Plan

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic.

CUT OUT

GEOGRAPHICAL SPARE GROUPS (Cont'd)

SUPPORTING BASES

URJO-GEO. 043.....BAKER
HUJO-GEO. 044.....CANTON
IFHE-GEO. 045.....FUNAFUTI
PHUO-GEO. 046.....GUALAT CANAL
SKWY-GEO. 047.....HOLLAND
RJJO-GEO. 048.....MANCANA
PTYA-GEO. 049.....MANOMEA
UGDO-GEO. 050.....NIUTAO
YPJI-GEO. 051.....NOI
ELEI-GEO. 052.....NUKU FETAU
OULY-GEO. 053.....PEARL HARBOR
YCLE-GEO. 054.....TUTUILA
RMDU-GEO. 055.....WALLIS

OPERATION PLAN.

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographic.

ENCLOSURE (B)

1. Make the following additions to CSP 2156(A) (Shore Fire Control Code):

Page 5.

Add under "Type of Fire"
NEUTRALIZING.....NT

Add under "Projectiles"
HIGH CAPACITY.....HC
WHITE PHOSPHOROUS.....WP

Add under "Target"
AA BATTERY.....BA

Add under "Density"
RATE OF FIRE (Number of Salvoes to Fall
in Target Area per Minute)....NS

Under "Battery" Delete "OR SECONDARY"

Add "MACHINE GUN".....MG
"SECONDARY".....ND

Add under "Time"
AT TIME (followed by four numerals).....FT

Page 6.

Add under "Effect"
TARGET DESTROYED.....TG
TARGET NEUTRALIZED (may be followed by
numeral to indicate
Target).....TN

Add under "Fall of Shot Observation"
FUZE RANGE OUT (In Hundreds of Yards).....OU
FUZE RANGE IN (In Hundreds of Yards).....FR

Add under "Special Code Groups"
AM LEAVING THIS FIRE SUPPORT AREA.....AL
REQUEST NAVAL GUNFIRE SUPPORT.....NX
REQUEST AIR SUPPORT.....FM

Pages 7 & 8.

Amend Decode.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographie.

ENCLOSURE (C)

"SHACKLE CODE"

CUT OUT

:	:	:	:	:
:	Ø	:	D	:
:	:	:	O	:
:	:	:	:	:
:	:	:	:	:
:	Ø	:	E	:
:	:	:	P	:
:	:	:	:	:
:	:	:	:	:
:	1	:	F	:
:	:	:	Q	:
:	:	:	:	:
:	:	:	:	:
:	2	:	G	:
:	:	:	R	:
:	:	:	:	:
:	:	:	:	:
:	3	:	H	:
:	:	:	S	:
:	:	:	:	:
:	:	:	:	:
:	4	:	I	:
:	:	:	T	:
:	:	:	:	:
:	:	:	:	:
:	5	:	J	:
:	:	:	U	:
:	:	:	:	:
:	:	:	:	:
:	6	:	K	:
:	:	:	V	:
:	:	:	:	:
:	:	:	:	:
:	7	:	L	:
:	:	:	W	:
:	:	:	:	:
:	:	:	:	:
:	8	:	M	:
:	:	:	X	:
:	:	:	:	:
:	:	:	:	:
:	9	:	N	:
:	:	:	Y	:
:	:	:	:	:
:	:	:	:	:

Key letters change daily according to the Key Word D-O-G-W-A-T-C-H beginning with "D" on, and before Dog Day, and using "O" for D plus 1 day and so on. After D plus 8 day Repeat.

Examples:

(a) "Will attack at Shackle Queen Uncle Oboe"

MEANING "Will attack at 15ØØ"

(b) "Will land at Shackle Peter How Sugar Easy Unshackle Love Sugar Tare Shackle Item Nan Covering".

MEANING "Will land at Ø33Ø LST 49 Covering."

CUT OUT

1. This code is prescribed for use on Air Support and Naval Shore Fire Control Nets to provide a rapid means of encoding numerals in plain language transmissions.
2. Several letter equivalents are provided for each numeral, and when encoding numerals, letters should be chosen from columns at random, avoiding repetition where possible.
3. The indicator for this code is "Shackle", which shall be placed at the beginning of any numeral expression code in this system. The term "Unshackle", should be placed at the encoded numerals whenever confusion with the following groups of the text is possible.
4. Only the basic grid (portion marked "cut-out") with the effective alphabet inscribed shall be carried in the field.

OPERATION ~~REVIEW~~

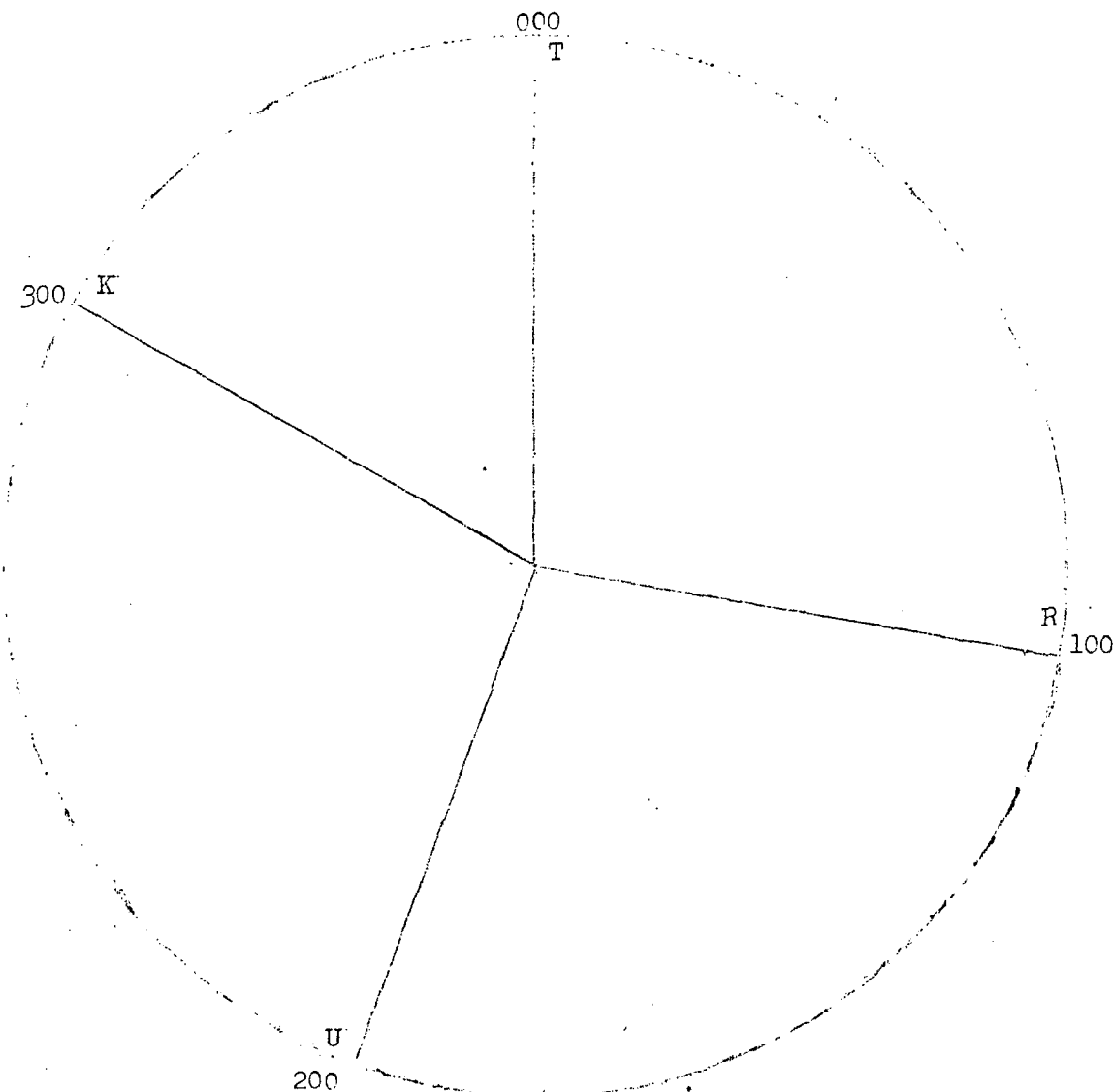
No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographic.

ENCLOSURE (D)

TRUK Code

This is an easily remembered voice code which may be used on TBS for simple maneuvers. It is primarily for convenience.

Attention is again invited to the fact that the TBS is reserved for Emergency Tactical use ONLY. Ships and units should make maximum use of doctrine and follow the leader tactics in maneuvers.



Always ADD

Always ADD

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographic.

TRUK CODE

Course or Corpen	"Follow"
Axis	"Main Drag"
Speed	"Bend On"
Turn	"Tango"
Bearing	"Timken"
Launching Course	"Black Balls"
Zigzag	"Swing it"
Cease Zigzagging, resume base course	"As you were"
Distance in miles	"Out side"
Radar Contact	"Gadget"
Turn on IFF	"Flood Lights"
Turn off IFF	"Curtain"

Terms are so choosen that they can be combined and still make sense.

The diagram can be used to indicate speed in KNOTS or distance in MILES without recourse to the "Shackle Code", the procedure is to ignore the last digit of the numeral letter, that is, "Bend on Roger" means Speed 10.

EXAMPLES

"Follow main drag Uncle plus three zero"

Fleet course and axis 230.

"Black Balls Roger plus one zero"

Launching Course 110.

Note: "Follow Me" produces no confusion but merely indicates that man making signal is changing course.

"As you were King plus five"

Cease zigzagging, steady on 305.

SECRET

COMM.

A-VI

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographic.

TRUK Code - Continued.

"Swing it two zero"

Zigzag using plan: twenty.

"Bend on Uncle plus five"

Steam at 25 knots

"Outside King plus 2"

Distance 32 miles

"Surface Gadget outside Roger plus five"

Radar surface contact distance 15 miles.

Note: Fighter Director Code for IFF is -

Turn on IFF - "Make your cockerel crow"

Turn off IFF - "Strangle your cockerel"

These terms are sometimes used on Carrier Fighter Director Circuits.

OPERATION PLAN

No. Cen 1-43 (ANNEX A - Communication Plan) Appendix VI Cryptographic

SPECIAL LANDING OPERATION SIGNALS

(insert copy of this enclosure in all General Signal Books,
page 170 or at convenient place in auxiliary Signal Book)

L D B (Numeral(s)). Withdraw. Numeral(s) following indicate
units to be withdrawn.

1. Landing Force
2. Fire Support Group(s)
3. Transports
4. Control Group

L D C (Numeral(s)). Cover withdrawal of Landing Force
by use of operation indicated by
numeral(s) following.

1. Close Support Fire
2. Counter Battery Fire
3. Chemical Smoke
4. Oil Smoke

L D E (Numeral(s)). Operate in Fire Support Area(s).
Area(s) to be indicated by numeral(s)
following; which are defined in the
area tables of Attack Force Plans in use.

L D F (Numeral(s)). Support landing by use of operation
indicated by numeral(s) following

1. Close Support Fire
2. Counter Battery Fire
3. Chemical Smoke
4. Oil Smoke

L D G Suspend landing operations until
further notice.

(Numeral) L D M (Numerals). Bearing and distance of center of
tack transport area from center of beach is as
(Numerals) indicated by numerals following signal.
First three numerals indicate True
bearing; TACK numerals indicate distance
in thousands of yards. Beach may be
indicated by numeral preceding signal
and as prescribed in the Beach Table
of the Attack Force Plan in use.

OPERATION PLAN

No. Cen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic

SPECIAL LANDING OPERATION SIGNALS - Continued.

(Numeral L D Q (Numerals)). . Take station off Beach. Numerals following
tack indicate bearing and distance from center of
(Numerals) beach. First three numerals indicate true
bearing; TACK numerals indicate distance in
thousands of yards. Beach may be indicated
by numeral preceding signal and as prescribed
in the Beach Table of the Attack Force Plan
in use.

(Numeral L D R (Numerals)). . Bearing and distance of center of beach from
this or designated units is as indicated by
numerals following signal. First three numerals
indicate True bearing. TACK numerals indicate
distance in thousands of yards. Beach may be
indicated by numerals preceding signal and as
prescribed in the beach table of the Attack
Force Plan in use.

L D S (Numerals). Bearing and distance of center of line of de-
tack parture from this or designated unit is as
(Numerals) indicated by numerals following signal. First
three numerals indicate True bearing. TACK
numerals indicate distance in thousands of yards.

(Numeral(s)) L D T (Numeral(s)) Send numb r of boats of type indicated to beach
indicated. Numerals preceding may be used to
indicate the Beach, as tabulated in the Attack
Plan in use. Numerals following indicate type
of boat wanted, as shown in numerals below. "TACK"
numerals indicate number of boats desired sent.

1. Salvage Boat
2. Message Boat
3. Ambulance Boat
4. LCV
5. LCP(R)
6. LCM(3)
7. LCT(5)
8. LVT
- 9.
- 10.

L D V (Numerals). Move in to beach to facilitate unloading. Numerals
following indicate distance from beach in thousands
of yards. Beach may be indicated by numerals pre-
ceding signal, number assigned from Beach Table
in Attack Force Plan in use.

OPERATION PLAN

No. Gen 1-43 (Annex A - Communication Plan) Appendix VI Cryptographic

Enter the following signals in pencil in OSF 734 for use in the force only.

Page 21, after line 24:

N Corpen - Cancel all outstanding and unexecuted course or
turn signals.

Page 47, After line 6:

N Speed - Cancel all outstanding and unexecuted speed signals.

Page 127, after line 6:

CDU 1 - Turn on IFF.

Page 180, after line 4:

QDF - Assume engineering condition indicated on page
II-4 of Pac-10 by numerals following.

~~SECRET~~

COMM.
A-VI.

OPERATION PLAN

No. Cen-1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographic.

ENCLOSURE (F)

THE FOLLOWING PROTECHNIC SIGNALS ARE EFFECTIVE

White Star Parachute is used for Local Illumination.

- | | |
|---|---|
| 1. Green Star Clusters: | Artillery or gunfire or bombs falling within own lines. |
| 2. Amber Star Parachute: | Assault waves have landed. |
| 3. White Star Cluster: | Unassigned. |
| 4. Green Star Parachute: | Unassigned. |
| 5. Amber Star Cluster: | Unassigned. |
| 6. White Parachute Flare.
(From Air to Ground) | Display front line panels. |

OPERATION PLAN



No. Cen 1-43 (ANNEX A - Communication Plan) - APPENDIX VI Cryptographic.



ENCLOSURE (G)

PANEL CODE

Part 1 - Target Designation Displays.

1. Air Liaison Parties attached to Tactical Groups will effect the display of panels when required. Panels normally to be used only for target designations.
2. Tactical Groups panel displays to be read downward from the arrow and to appear in the following order:

 (a) Direction of Target  Automatic Weapon

 (b) Type of Target; Personnel  Artillery



(c) Standard numerals indicating distance in hundreds of yards.

| (1) || (2) ||| (3) |V (4) V (5)

 (6)  (7)  (8)  (9) + (0)


3. Battalion Liaison Parties will normally display an arrow only to indicate target direction.


EXAMPLES OF TG DISPLAYS


 This direction  This direction

 Personnel  Automatic Weapons

| 100 yards  700 yards

 This direction

 Artillery

 6800 yards



OPERATION PLAN

No. cen 1-43 (ANNEX A - Communication Plan) APPENDIX VI Cryptographic.

ENCLOSURE (G)






PANEL CODE - Continued.

Part 2 - Front Line Markings.

1. Front line markings consisting of (a) Fluorescent Panels. (b) Individual panels have been provided for identification of ground troops to friendly aircraft for the purpose of assisting them in rendering direct air support and preventing strafing of own troops.
2. Marker panels will be displayed by front line troops whenever friendly planes appear in the general vicinity. The signal from aircraft requesting marker display is a White Parachute Flare dropped in the vicinity of the unit concerned during daytime. Infantrymen who have not displayed Front Line Panel Signals prior to this time will promptly do so.

Part 3 - Special Emergency Symbols.

1. These displays to be used only when there are no other communication facilities.

- | | | |
|-----|---|----------------------|
| (a) |  | Need Reinforcements. |
| (b) |  | Need Food |
| (c) |  | Need Ammunition |
| (d) |  | Need Clothes |
| |  | Need Water |

A16-3(2)
Serial: 00110

NAU
B

141

OPERATION PLAN
No. Cen 1-43

ANNEX B

AIR BOMBING AND SURFACE BOMBARDMENT OF NAURU

UNITED STATES PACIFIC FLEET
COMMANDER CENTRAL PACIFIC FORCE

PEARL HARBOR, T.H.
25 October 1943.

OPERATION PLAN
No. Cen 2-43

TASK ORGANIZATION

(a) Relief Carrier Group (Task Group 50.4) - Rear Admiral Sherman.

CarDiv 1 less ENTERPRISE, ESSEX, plus PRINCETON	1 CV, 1 CVL
CruDiv 11 less RENO, OAKLAND NASHVILLE	2 CL(AA) 1 CL
DesDiv 15 less LANG plus EDWARDS	4 DD

1. (a) Information

- (1) The situation is as defined in current despatches.
- (2) NAURU is an enemy air base from which enemy air searches and strikes may interfere with the GALVANIC operation.
- (3) Detailed information on NAURU has been furnished the task group commander separately.
- (4) PADDLE will be in position twenty miles north of NAURU at 1600 (Zone ZERO) 17 November, and will move toward NAURU as the attack progresses, prepared to furnish terminal weather data and rescue services as prescribed by Commander Submarines, U.S. Pacific Fleet.
- (5) TALLULAH (AO) will arrive at Point STICKY, Latitude 5° - 30' S, Longitude 175° - 00' E, at 1800 (Zone ZERO) 19 November and will operate in a rectangular area the southern boundary of which extends 50 miles due east from Point STICKY and whose western boundary extends 20 miles due north from Point STICKY.

~~SECRET~~OPERATION PLANNo. Cen 1-43 (ANNEX B - Air Bombing and Surface Bombardment of NAURU)

(6) MAKIN Garrison Group (Task Group 54.8) and TARAWA Garrison Group (Task Group 54.9) accompanied by three fleet oilers and two destroyer escort vessels in proceeding from PEARL to MAKIN and TARAWA will follow route APRICOT and will pass through Point A, Latitude 0° - 21' S, Longitude 176° - 26' W, and Point B, Latitude 0° - 10' N, Longitude 178° - 11' E. These task groups will pass through Point A at about 0700 (Zone ZERO), 21 November. At Point G, Latitude 1° - 06' N, Longitude 174° - 50' E, the groups will separate and proceed to destinations and the fleet oilers with destroyer escort vessels will proceed to assigned fueling station.

(b) Assumptions.

(1) Destruction of enemy aircraft, and aircraft and harbor installations at NAURU will deny to the enemy the use of that island as an air base during GALVANIC. Destruction of phosphate installations, villages and island defenses will not contribute to this end.

(2) Enemy carrier force may be encountered.

2. This force will attack NAURU by air and surface bombardment in order to destroy enemy aircraft, air installations and harbor facilities.
3. (a) Relief Carrier Group destroy enemy aircraft, air installations and harbor facilities at NAURU by air bombarding and surface bombardment. Priority of targets: aircraft and shipping, air installations, boat harbor facilities and floating equipment. Obtain photographs of results as practicable. Depart ESPIRITU SANTO in time to deliver the attack on D-2, 17 November, West Longitude date. On completion of the attack, NASHVILLE detached from this Task Group when directed, and will proceed ESPIRITU SANTO or such other port as Commander South Pacific Force may direct, and will report to Commander South Pacific Force for further orders. Remainder of Task Group proceed to Point STICKY for fueling from TALLULAH. On completion fueling proceed through Point F, Latitude 2° - 55' S, Longitude 179° - 55' E, to intercept Task Groups 54.8 and 54.9 between Points A and B on route APRICOT, during daylight on 21 November, West Longitude date. Escort and provide air cover for these task groups until sunset on 22 November, West Longitude date. On completion of this task, Task Group 50.4 becomes a Task Group of Carrier Force (Task Force 50) and will operate thereafter as directed by Commander Carrier Force. This Operation Plan effective 0000 (Zone ZERO) 14 November.

~~SECRET~~OPERATION PLANNo. Cen 1-43 (ANNEX B - Air Bombing and Surface Bombardment of NAURU)

D day is the local day commencing at 0000 (Zone plus 12) 19 November and ending at 2400 (Zone plus 12) 19 November. This is a West Longitude date. If it becomes necessary to postpone D day because of a forecast which predicts weather conditions that would make the landing of troops and equipment impossible on 19 November, the Commander in Chief, U.S. Pacific Fleet will broadcast the change in D day on the FOX Schedules. This change in D day will be expressed in the number of days D day is delayed, and the calendar day, West Longitude date will be given. A change in D day will delay the attack on NAURU, and the rendezvous with the fleet tanker, and the rendezvous with Task Groups 54.8 and 54.9 correspondingly. Operate at sea or delay departure from port at discretion in order to meet the changed situation.

4. Bombardment ammunition allowance per ship:

NASHVILLE - 100 rounds 6" HC per gun; 1000 rounds 5"

SAN JUAN - 1400 rounds 5"

SAN DIEGO - 1400 rounds 5"

Destroyers - 100 rounds 5" per gun.

Conserve fuel. Fuel from fleet type oiler at Point STICKY. Fuel destroyers from fleet oilers accompanying Task Groups 54.8 and 54.9 as required.

5. Communications in accordance with USF-70(A), Annex A to Commander Central Pacific Force Operation Plan No. Cen 1-43, Operations Staff Memorandum from Commander Submarines, U.S. Pacific Fleet to Commander Carrier Division ONE dated 16 October, and instructions to be transmitted to PADDLE by despatch by Commander Submarines, U.S. Pacific Fleet.

Officer in Tactical Command Rear Admiral Sherman in SARATOGA.

Commander Central Pacific Force in INDIANAPOLIS.

Use Zone ZERO time.

R. A. SPRUANCE.

DISTRIBUTION:

Distribution list attached
to basic plan, ComConPac
Operation Plan No. Cen 1-43.



C. F. BARBER
Flag Secretary.

OPERATION PLAN
No. Cen 1-43

480

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ANNEX C

MAJOR ACTION PLAN

UNITED STATES PACIFIC FLEET
COMMANDER CENTRAL PACIFIC FORCE

PEARL HARBOR, T.H.
24 October 1943.

OPERATION PLAN
No. Cen 3-43

TASK ORGANIZATION

(a) Fifth Fleet - Vice Admiral Spruance

Fleet Flag (T.G. 51.1) - Captain Johnson

INDIANAPOLIS

1 CA

Main Body (T.F. 51) Vice Admiral Spruance

Battle Line - Rear Admiral Lee

BatDiv 2 (TENNESSEE, MARYLAND, COLORADO)

3 OBB

BatDiv 3

3 OBB

BatDiv 6, 8, 9

6 BB

Destroyers

2 designated by Commander Task Force 52

2 designated by Commander Task Force 53

2 designated by Commander Task Group 50.1

2 designated by Commander Task Group 50.2

8 DD

Right Flank - Rear Admiral W.W. Smith

CruDiv 6 plus BALTIMORE

4 CA

Destroyers

6 designated by Commander Task Force 52

6 DD

Center - Rear Admiral DuBose

CruDiv 13 plus PORTLAND

3 CL, 1 CA

Destroyers

6 designated by Commander Task Force 53

6 DD

OPERATION PLAN

No. Cen 1-43 (Annex C - Major Action Plan).

Left Flank - Rear Admiral Small

CruDiv 5 3 CA

Destroyers

2 designated by Commander Task Group 50.3

2 designated by Commander Task Group 50.4

4 designated by Commander Task Force 53 8 DD

Carriers (T.F. 50) - Rear Admiral Pownall

Carrier Interceptor Group

CarDiv 3 plus COMPENS 2 CV, 1 CVL

Destroyers

4 assigned to Task Group 50.1 4 DD

Northern Carrier Group

ENTERPRISE, BELLEAU WOOD, MONTEREY 1 CV, 2 CVL

Destroyers

4 assigned to Task Group 50.2 4 DD

Southern Carrier Group

ESSEX, BUNKER HILL, INDEPENDENCE 2 CV, 1 CVL

Destroyers

3 assigned to Task Group 50.3 3 DD

Relief Carrier Group

SARATOGA, PRINCETON 1 CV, 1 CVL

CruDiv 11 less RENO, OAKLAND 2 CL(AA)

Destroyers

2 assigned to Task Group 50.4 2 DD

(b) Amphibious Force (T.F. 54) - Rear Admiral Turner

Northern Attack Force - Rear Admiral Turner

Task Force 52 less detached units
plus vessels present MAKIN area

7 DD

OPERATION PLAN

No. Cen 1-43

(Annex C - Major Action Plan).

MAJ

C

Southern Attack Force - Rear Admiral Hill

Task Force 53 less detached units
plus vessels present TARAWA-APAMAMA area

11 DD

(c) Shore Based Aircraft (T.F. 57) - Rear Admiral Hoover

Task Force 57

1. (a) Information.

(b) Assumptions.

(1) That the enemy fleet in major strength is in a position to attack our separated forces engaged in GALVANIC.

(2) That the combatant strength of our fleet units under Commander Northern Attack Force in the vicinity of MAKIN and under Commander Southern Attack Force in the vicinity of TARAWA is not, in either force, sufficiently great to withstand alone an attack by the enemy fleet in the major strength envisaged.

(3) That the successful assault and occupation of MAKIN and TARAWA by our Northern and Southern Attack Forces will probably have been completed, but that the landing of our occupational forces and their equipment is still proceeding at both places.

(4) That the strength of our troops occupying MAKIN and TARAWA is such that the garrisons can hold these positions against an enemy raid.

(5) That the nature of the enemy threat may be such as to require the withdrawal of vessels of the Amphibious Force from the vicinity of either MAKIN or TARAWA, or from both, and their initial retirement, probably to the southeastward.

(6) That the closeness of the enemy fleet to the vessels of our Amphibious Force at MAKIN and TARAWA will determine whether each group shall continue to retire at best speed, or shall seek a position of security on the side of our fleet away from the enemy and thereafter maneuver so as to remain as a protected convoy on the disengaged side.

2. This force will take dispositions from which our combatant naval and air strength can engage the enemy fleet and from which our amphibious assault ships can avoid enemy action.

3. (a) Fifth Fleet.

Battleships, cruisers and assigned destroyers take fleet disposition signalled.

OPERATION PLAN

No. Cen 1-43

(Annex C - Major Action Plan).

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Carriers take assigned stations in fleet disposition. When operating aircraft, take assigned destroyers only as screen and use areas on side of disposition, away from enemy, so as to have fleet cover for carriers and to furnish fighter cover for fleet. If striking missions are assigned which require an advance toward the enemy from our fleet disposition, suitable cruiser or fast battleship screen will be provided.

Rendezvous will be designated.

(b) Amphibious Force retire to rear areas or seek protection as a convoy on side of Fifth Fleet away from enemy, if status of operations at occupied bases permits and if the enemy threat makes such action necessary.

If a position near the Fifth Fleet has been sought and an engagement takes place, maneuver to maintain position on the disengaged side of our battle-line, so that our battleline will always remain interposed. Detached enemy units sent to attack convoy on the disengaged side will be countered by the detachment of suitable units from the Fifth Fleet to interpose and furnish protection. Direct retirement of oilers, salvage units and other detached units if the situation requires.

Commander Southern Attack Force shift flag from MARYLAND to vessel remaining with Amphibious Force.

(c) Shore Based Aircraft. Move aircraft to bases from which strikes on enemy ships and air bases may be made in most effective manner, conduct searches, and furnish air protection to Amphibious Force.

(x) This plan effective on signal.

Employ radio to effect rendezvous and direct movement of units.

Special Dispositions contained in Appendix I.

4. Logistics in accordance with Annex H, ComCenPac - Operation Plan No. Cen 1-43.
5. Communications in accordance with USF 70(A) and Annex A, ComCenPac - Operation Plan No. Cen 1-43.

Use Zone ZERO time.

Commander Central Pacific Force in INDIANAPOLIS.

Appendix I - Special Dispositions.

DISTRIBUTION:

Distribution list attached to basic plan, ComCenPac Operation Plan No. Cen 1-43.

C.F. Barber C - 4
C.F. BARBER,
Flag Secretary.

R.A. Spruance
R. A. SPRUANCE.

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Serial: 00110

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No. Cen 1-43

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ANNEX D

DEFENSE AND DEVELOPMENT PLAN

UNITED STATES PACIFIC FLEET
COMMANDER CENTRAL PACIFIC FORCE

PEARL HARBOR, T.H.
24 October 1943.

OPERATION PLAN
No. Cen 4-43

TASK ORGANIZATION

(a) Defense Forces and Shore Based Air (T.F. 57) Rear Admiral Hoover

(1) Forces assigned by ComCenPac Operation Plan No. Cen 1-43

(2) Garrison Aircraft - Rear Admiral Hoover

46th and 72nd Fighter Squadrons (Army)	50 VF
531st Fighter-Bomber Squadron (Army)	16 VB(L)
Fighter Squadron 1	36 VF
Fighter Squadron 12	36 VF

(3) Advance Base MAKIN - Colonel Tenney, USA.

7th Defense Force

(4) Advance Base TARAWA - Captain Tate, USN.

2nd Marine Defense Battalion
Accrn 14, 17
Casu 16, 17
Argus 10, 16

(5) Advance Base APAMAMA - Captain Cogswell, USN.

8th Marine Defense Battalion
Accrn 16
Casu 18
Argus 12

1. (a) Information

(1) CinCPac & POA Operation Plan No. 13-43 (limited distribution)

(2) ComCenPac Operation Plan No. Cen 1-43

OPERATION PLAN

No. Cen 1-43

(Annex D - Defense and Development Plan)

(3) The Commander Service Force, U.S. Pacific Fleet is responsible for the administration and general supervision of all naval base organizations and personnel not assigned to Commander Aircraft, U.S. Pacific Fleet at MAKIN, TARAWA and APAMAMA. This responsibility includes the reception, administration, and preparation for shipment to the Advance Bases of all naval organization, personnel and equipment described above. The Commander Aircraft, U.S. Pacific Fleet is responsible for the same functions for naval base organizations and personnel assigned to the Air Force, U.S. Pacific Fleet.

(4) The Commanding General, U.S. Army Forces, Central Pacific Area is responsible for the administration and general supervision of all Army organizations employed in GALVANIC.

(5) The Commander Service Force, U.S. Pacific Fleet is responsible for the shipment by surface vessels of all personnel and equipment to the Advance Bases at MAKIN, TARAWA and APAMAMA, not provided for in Com-CenPac Operation Plan No. Cen 1-43, except that the Commander Air Force, U.S. Pacific Fleet will provide aviation spare parts and replacements in such ships as are available to him or in ships furnished by the Commander Service Force, U.S. Pacific Fleet.

(6) The Commander Central Pacific Force will maintain naval forces in the GILBERT - ELLICE area to defend the Advance Bases against attack by light naval forces of the enemy, and for assignment to the Commander Defense Forces and Shore Based Air for escort duty.

(7) The Commanding General, Samoa is responsible for the support of Advance Bases in the SAMOA - ELLICE area.

(b) Assumptions

(1) That the seizure of MAKIN, TARAWA and APAMAMA has been successfully completed, and Advance Base Commanders designated by the Commander in Chief, U.S. Pacific Fleet and Pacific Ocean Areas have relieved the Landing Force Commanders at those positions.

(2) That the Advance Bases are subject to day and night attack by enemy air forces, to day or night bombardment by enemy surface forces, and raids by enemy amphibious forces.

(3) That carrier based aircraft are furnishing air cover for the Advance Bases during daylight periods to the extent practicable.

(4) That only the garrison troops and the initial elements of Service Units have been landed at the Advance Bases.

Serial: 00110

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OPERATION PLAN

No. Cen 1-43

(Annex D -- Defense and Development Plan)

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2. This force will defend and develop the Advance Bases at MAKIN, TARAWA and APAMAMA.
 3. (a) Defense Forces and Shore Based Air continue and extend air search covering the approaches from the MARSHALLS and CAROLINES. Make air strikes against enemy positions in the MARSHALLS and NAURU. Complete the occupation of and develop the Advance Bases at MAKIN, TARAWA and APAMAMA. Defend the Advance Bases against enemy air and surface attacks and amphibious raids. Coordinate the air defense of the Advance Bases when garrison aircraft are established thereon. Assign garrison aircraft to Advance Bases when airfields are established. Protect shipping in the ELLICE - GILBERT area.
 - (x) This operation plan is effective upon signal.
 4. Logistic support in accordance with Annex A CinCPac & POA Operation Plan No. 13-43.
 5. Communications in accordance with USF 70(A) and Annex A to ComGenPac Operation Plan No. Cen 1-43.

Commander Central Pacific Force in INDIANAPOLIS.


R. A. SPRUANCE.

DISTRIBUTION:

Distribution list attached
to ComGenPac Operation Plan
No. Cen 1-43.


C. F. BARBER,
Flag Secretary.

OPERATION PLAN

No. Cen 1-43

ANNEX EINTELLIGENCE PLAN

1. Information on enemy forces is being supplied as available via:

- (a) Estimate of Enemy Strength - weekly in letter form by JICPOA to task force Commanders
- (b) CinCPac Bulletins - daily and special in despatch form (Ultra) to Task Force Commanders.
- (c) Pacific Fleet Intelligence Bulletins #1-43, #2-43, and #3-43 give general information on enemy activities and are given wide distribution.
- (d) JICPOA Bulletins contain detailed information on enemy bases and are given wide distribution.
- (e) Air Target Maps and Bulletins of enemy positions are published by JICPOA and given wide distribution.

2. The charts and maps of the individual atolls are known to possess inaccuracies and should be used with caution for navigational purposes. The currents in the GILBERT ISLANDS generally set to the westward, from W.S.W. to W.N.W., at an average rate of 20 - 30 miles daily.

3. Tidal data for MAKIN, TARAWA, APAMALA and FUNAFUTI is contained in Appendix I, made out for Zone ZERO time and date.

4. Aerological information is contained in Appendix II.

5. Instructions for handling prisoners-of-war, captured documents and materials are contained in War Department FM-30-15. Captured documents and materials of intelligence or operational value will be forwarded as expeditiously as possible to the Joint Intelligence Center, Pacific Ocean Areas. Particular attention should be paid to red covered books and charts with red borders.

6. Counter Intelligence

- (a) Personnel are forbidden to keep diaries or other compromising material.
- (b) All personnel shall be specifically instructed that in event of capture they are required, and will give only name, rank, and serial number in response to questioning and no more.
- (c) Instructions regarding security measures are contained in:
 - (1) "Security Measures regarding Future Operations", Corinch despatch 312120 of July 1943.
 - (2) "Security Measures before Arrival in Port", Alnav 250 of 24 November 1942.
 - (3) "The Absolute Necessity for Radio Silence", PacFlt Intelligence Bulletin No. 3-43 of 7 August 1943.

OPERATION PLAN

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(Annex E - Intelligence Plan)

7. Press correspondents and photographers will be assigned to cover GALVANIC. A public relations officer will be assigned to the Staff of Commander FIFTH Amphibious Force to coordinate press activities. Instructions regarding Press Representatives are contained in:

- (a) "Press Representatives - Facilities for in Ships of the Fleet", PacFlt Notice 7N-43 Serial 1865 of 22 June 1943.
- (b) "Press Correspondents - Security Concerning", PacFlt Conf. Ltr. 14CL-43 Serial 01451 of 24 June 1943.
- (c) "Photographs - Delivery of", PacFlt Ltr. 16L-43 Serial 2352 of 31 July 1943.
- (d) "Radar", Alnav 151 of 2 August 1943.
- (e) "Photographs of Classified Nature", AlPac No. 16 of 24 August 1943.

Appendices:

Appendix I - Tidal Data.

Appendix II - Aerological Information.

MAKIN ATOLL - TIDE TABLEH.W. F & C 1615 Spring Rise 6 $\frac{1}{2}$ 'Datum at Bottom of Seaward End of King's Wharf.ZONE ZERO TIME and DATES.

	: HIGH		: HIGH		: LOW		: LOW		
Date - 1943	: Time	: Feet	: Time	: Feet	: Time	: Feet	: Time	: Feet	:
Nov. 1	: 0651	: 5.8	: 1918	: 5.3	: 0039	: 0.7	: 1303	: 0.8	:
2	: 0745	: 5.6	: 2015	: 5.1	: 0132	: 0.9	: 1400	: 0.9	:
3	: 0845	: 5.3	: 2118	: 5.0	: 0230	: 1.0	: 1502	: 1.0	:
4	: 0951	: 5.0	: 2224	: 5.0	: 0334	: 1.0	: 1608	: 1.0	:
5	: 1057	: 5.0	: 2330	: 5.3	: 0440	: 0.9	: 1717	: 0.9	:
6	:	:	: 1203	: 5.5	: 0546	: 0.9	: 1818	: 0.8	:
7	: 0033	: 5.4	: 1303	: 5.7	: 0648	: 0.8	: 1918	: 0.7	:
8	: 0133	: 5.6	: 1400	: 5.9	: 0746	: 0.8	: 2012	: 0.4	:
9	: 0227	: 5.8	: 1447	: 5.9	: 0836	: 0.5	: 2057	: 0.1	:
10	: 0309	: 6.2	: 1527	: 6.1	: 0918	: 0.1	: 2137	: 0.0	:
11	: 0345	: 6.4	: 1600	: 6.3	: 0952	: 0.0	: 2207	: 0.0	:
12	: 0415	: 6.6	: 1630	: 6.3	: 1022	: 0.0	: 2237	: 0.1	:
13	: 0445	: 6.4	: 1703	: 6.0	: 1054	: 0.1	: 2312	: 0.2	:
14	: 0521	: 6.2	: 1742	: 5.7	: 1132	: 0.3	: 2352	: 0.4	:
15	: 0603	: 6.0	: 1827	: 5.5	:	:	: 1215	: 0.6	:
16	: 0651	: 5.8	: 1918	: 5.3	: 0039	: 0.7	: 1303	: 0.8	:
17	: 0745	: 5.6	: 2015	: 5.1	: 0132	: 0.9	: 1400	: 0.9	:
18	: 0845	: 5.3	: 2118	: 5.0	: 0230	: 1.0	: 1502	: 1.0	:
19	: 0951	: 5.0	: 2224	: 5.0	: 0334	: 1.0	: 1608	: 1.0	:
20	: 1057	: 5.0	: 2330	: 5.3	: 0440	: 0.9	: 1717	: 0.9	:
21	:	:	: 1203	: 5.5	: 0546	: 0.9	: 1818	: 0.8	:
22	: 0033	: 5.4	: 1303	: 5.7	: 0648	: 0.8	: 1918	: 0.7	:
23	: 0133	: 5.6	: 1400	: 5.9	: 0746	: 0.8	: 2012	: 0.4	:
24	: 0227	: 5.6	: 1447	: 6.1	: 0836	: 0.5	: 2057	: 0.2	:
25	: 0309	: 5.8	: 1527	: 6.2	: 0918	: 0.3	: 2136	: 0.1	:
26	: 0345	: 5.8	: 1600	: 6.3	: 0952	: 0.1	: 2207	: 0.0	:
27	: 0415	: 6.6	: 1630	: 6.1	: 1022	: 0.0	: 2237	: 0.1	:
28	: 0445	: 6.6	: 1703	: 5.8	: 1054	: 0.1	: 2312	: 0.2	:
29	: 0521	: 6.4	: 1742	: 5.6	: 1132	: 0.3	: 2352	: 0.4	:
30	: 0603	: 6.2	: 1827	: 5.4	:	:	: 1215	: 0.6	:
Dec. 1	: 0651	: 6.0	: 1918	: 5.2	: 0039	: 0.7	: 1304	: 0.8	:
2	: 0745	: 5.6	: 2015	: 5.1	: 0132	: 0.9	: 1400	: 0.9	:
3	: 0845	: 5.4	: 2118	: 5.0	: 0230	: 1.0	: 1502	: 1.0	:
4	: 0951	: 5.0	: 2224	: 5.0	: 0334	: 1.0	: 1608	: 1.0	:
5	: 1057	: 5.0	: 2330	: 5.2	: 0440	: 0.9	: 1714	: 0.9	:
6	:	:	: 1203	: 5.5	: 0546	: 0.9	: 1818	: 0.8	:
7	: 0033	: 5.4	: 1303	: 5.6	: 0648	: 0.8	: 1918	: 0.7	:
8	: 0133	: 5.6	: 1400	: 5.8	: 0746	: 0.8	: 2012	: 0.4	:
9	: 0227	: 5.8	: 1447	: 5.9	: 0836	: 0.5	: 2057	: 0.2	:
10	: 0309	: 5.8	: 1527	: 6.1	: 0918	: 0.3	: 2137	: 0.1	:
11	: 0345	: 5.9	: 1600	: 6.3	: 0952	: 0.1	: 2217	: 0.0	:
12	: 0415	: 6.6	: 1630	: 6.3	: 1022	: 0.0	: 2237	: 0.1	:
13	: 0445	: 6.6	: 1703	: 6.0	: 1052	: 0.1	: 2312	: 0.2	:
14	: 0521	: 6.2	: 1742	: 5.7	: 1132	: 0.3	: 2352	: 0.4	:

MAKIN ATOLL (Continued)ZONE ZERO TIME and DATE.

	: HIGH		: HIGH		: LOW		: LOW		
Date - 1943	: Time	: Feet	: Time	: Feet	: Time	: Feet	: Time	: Feet	:
Dec. 15	: 0603	: 6.0	: 1827	: 5.5	:	:	: 1215	: 0.6	:
16	: 0651	: 5.8	: 1918	: 5.3	: 0039	: 0.7	: 1303	: 0.8	:
17	: 0745	: 5.6	: 2015	: 5.1	: 0132	: 0.9	: 1400	: 0.9	:
18	: 0845	: 5.3	: 2118	: 5.0	: 0230	: 1.0	: 1502	: 1.0	:
19	: 0951	: 5.0	: 2224	: 5.0	: 0334	: 1.0	: 1608	: 1.0	:
20	: 1057	: 5.0	: 2330	: 5.3	: 0440	: 0.9	: 1714	: 0.9	:
21	:	:	: 1203	: 5.5	: 0546	: 0.9	: 1818	: 0.8	:
22	: 0033	: 5.4	: 1303	: 5.7	: 0648	: 0.8	: 1918	: 0.7	:
23	: 0133	: 5.6	: 1400	: 5.9	: 0746	: 0.8	: 2012	: 0.4	:
24	: 0227	: 5.6	: 1447	: 6.1	: 0836	: 0.5	: 2057	: 0.2	:
25	: 0309	: 5.8	: 1527	: 6.2	: 0918	: 0.3	: 2136	: 0.1	:
26	: 0345	: 5.8	: 1600	: 6.3	: 0952	: 0.1	: 2207	: 0.0	:
27	: 0415	: 6.6	: 1630	: 6.1	: 1022	: 0.0	: 2237	: 0.1	:
28	: 0445	: 6.6	: 1703	: 5.8	: 1054	: 0.1	: 2312	: 0.2	:
29	: 0521	: 6.4	: 1743	: 5.6	: 1132	: 0.3	: 2352	: 0.4	:
30	: 0603	: 6.2	: 1827	: 5.4	:	:	: 1215	: 0.6	:
31	: 0651	: 6.0	: 1924	: 5.2	: 0039	: 0.7	: 1306	: 0.8	:

APPENDIX I to ANNEX "E"

COMMANDER CENTRAL PACIFIC FORCE
OPERATION PLAN NO. CEN 1-43.

TARAWA - TIDE TABLE

H.W. F & C 1600

Datum LWOST - Bottom of Seaward end of Betio Pier.

ZONE ZERO TIME and DATE.

	: HIGH		: HIGH		: LOW		: LOW		
Date - 1943	Time	Feet	Time	Feet	Time	Feet	Time	Feet	
Nov. 1	: 0636	: 5.5	:: 1903	: 5.2	:: 0024	: 0.7	:: 1249	: 0.8	::
2	: 0730	: 5.3	:: 2000	: 5.2	:: 0117	: 0.9	:: 1345	: 0.9	::
3	: 0830	: 5.1	:: 2103	: 5.1	:: 0215	: 1.0	:: 1447	: 1.0	::
4	: 0936	: 5.0	:: 2209	: 5.0	:: 0319	: 1.0	:: 1553	: 1.0	::
5	: 1042	: 5.0	:: 2315	: 5.0	:: 0425	: 0.9	:: 1659	: 0.9	::
6	: 1148	: 5.1	::	:	:: 0531	: 0.9	:: 1803	: 0.8	::
7	: 0018	: 5.3	:: 1248	: 5.2	:: 0633	: 0.8	:: 1903	: 0.7	::
8	: 0118	: 5.5	:: 1345	: 5.3	:: 0731	: 0.8	:: 1957	: 0.4	::
9	: 0212	: 5.7	:: 1432	: 5.5	:: 0821	: 0.5	:: 2042	: 0.2	::
10	: 0254	: 5.8	:: 1512	: 5.6	:: 0903	: 0.3	:: 2122	: 0.1	::
11	: 0330	: 6.0	:: 1545	: 5.7	:: 0937	: 0.1	:: 2152	: 0.0	::
12	: 0400	: 6.0	:: 1615	: 5.7	:: 1007	: 0.0	:: 2222	: 0.1	::
13	: 0430	: 6.0	:: 1648	: 5.6	:: 1039	: 0.1	:: 2257	: 0.2	::
14	: 0506	: 5.8	:: 1727	: 5.5	:: 1117	: 0.3	:: 2337	: 0.4	::
15	: 0548	: 5.7	:: 1812	: 5.3	:: 1200	: 0.5	::	:	::
16	: 0636	: 5.5	:: 1903	: 5.2	:: 0024	: 0.7	:: 1249	: 0.8	::
17	: 0730	: 5.3	:: 2000	: 5.2	:: 0117	: 0.9	:: 1345	: 0.9	::
18	: 0830	: 5.1	:: 2103	: 5.1	:: 0215	: 1.0	:: 1447	: 1.0	::
19	: 0936	: 5.0	:: 2209	: 5.0	:: 0319	: 1.0	:: 1553	: 1.0	::
20	: 1042	: 5.0	:: 2315	: 5.0	:: 0425	: 0.9	:: 1659	: 0.9	::
21	: 1148	: 5.1	::	:	:: 0531	: 0.9	:: 1803	: 0.8	::
22	: 0018	: 5.3	:: 1248	: 5.2	:: 0633	: 0.8	:: 1903	: 0.7	::
23	: 0118	: 5.5	:: 1345	: 5.3	:: 0731	: 0.8	:: 1959	: 0.4	::
24	: 0212	: 5.7	:: 1432	: 5.5	:: 0821	: 0.5	:: 2042	: 0.2	::
25	: 0254	: 5.8	:: 1512	: 5.6	:: 0903	: 0.3	:: 2121	: 0.1	::
26	: 0330	: 6.0	:: 1545	: 5.7	:: 0937	: 0.1	:: 2152	: 0.0	::
27	: 0400	: 6.0	:: 1615	: 5.7	:: 1007	: 0.0	:: 2222	: 0.1	::
28	: 0430	: 6.0	:: 1648	: 5.6	:: 1039	: 0.1	:: 2257	: 0.2	::
29	: 0506	: 5.8	:: 1727	: 5.5	:: 1117	: 0.3	:: 2337	: 0.4	::
30	: 0548	: 5.7	:: 1812	: 5.3	:: 1200	: 0.5	::	:	::
Dec. 1	: 0636	: 5.5	:: 1903	: 5.2	:: 0024	: 0.7	:: 1249	: 0.8	::
2	: 0730	: 5.3	:: 2000	: 5.1	:: 0117	: 0.9	:: 1345	: 0.9	::
3	: 0830	: 5.1	:: 2103	: 5.0	:: 0215	: 1.0	:: 1447	: 1.0	::
4	: 0936	: 5.0	:: 2209	: 5.0	:: 0319	: 1.0	:: 1553	: 1.0	::
5	: 1042	: 5.0	:: 2315	: 5.1	:: 0425	: 0.9	:: 1659	: 0.9	::
6	: 1148	: 5.1	::	:	:: 0531	: 0.9	:: 1803	: 0.8	::
7	: 0018	: 5.1	:: 1248	: 5.3	:: 0633	: 0.8	:: 1903	: 0.7	::
8	: 0118	: 5.3	:: 1345	: 5.5	:: 0731	: 0.8	:: 1957	: 0.4	::
9	: 0212	: 5.5	:: 1432	: 5.6	:: 0821	: 0.5	:: 2042	: 0.2	::
10	: 0254	: 5.7	:: 1512	: 5.7	:: 0906	: 0.3	:: 2122	: 0.1	::

TARAWA (Continued)ZONE ZERO TIME and DATE

	:	HIGH	::	HIGH	::	LOW	::	LOW	::
Date - 1943	:	Time : Feet	::	Time : Feet	::	Time : Feet	::	Time : Feet	::
Dec. 11	:	0330 : 5.8	::	1545 : 5.7	::	0937 : 0.1	::	2152 : 0.0	::
12	:	0400 : 6.0	::	1615 : 5.7	::	1007 : 0.0	::	2222 : 0.1	::
13	:	0430 : 6.0	::	1648 : 5.6	::	1037 : 0.1	::	2257 : 0.2	::
14	:	0506 : 5.8	::	1727 : 5.5	::	1117 : 0.3	::	2337 : 0.4	::
15	:	0548 : 5.7	::	1812 : 5.3	::	1200 : 0.5	::		::
16	:	0636 : 5.5	::	1903 : 5.2	::	0024 : 0.7	::	1249 : 0.8	::
17	:	0730 : 5.3	::	2000 : 5.2	::	0117 : 0.9	::	1345 : 0.9	::
18	:	0830 : 5.1	::	2103 : 5.1	::	0215 : 1.0	::	1447 : 1.0	::
19	:	0936 : 5.0	::	2209 : 5.0	::	0319 : 1.0	::	1553 : 1.0	::
20	:	1042 : 5.0	::	2315 : 5.0	::	0425 : 0.9	::	1659 : 0.9	::
21	:	1148 : 5.1	::		::	0531 : 0.9	::	1803 : 0.8	::
22	:	0018 : 5.3	::	1248 : 5.2	::	0633 : 0.8	::	1903 : 0.7	::
23	:	0118 : 5.5	::	1345 : 5.3	::	0731 : 0.8	::	1957 : 0.4	::
24	:	0212 : 5.7	::	1432 : 5.5	::	0821 : 0.5	::	2042 : 0.2	::
25	:	0254 : 5.8	::	1512 : 5.6	::	0903 : 0.3	::	2121 : 0.1	::
26	:	0330 : 6.0	::	1545 : 5.7	::	0937 : 0.1	::	2152 : 0.0	::
27	:	0400 : 6.0	::	1615 : 5.7	::	1007 : 0.0	::	2222 : 0.1	::
28	:	0430 : 6.0	::	1648 : 5.6	::	1039 : 0.1	::	2257 : 0.2	::
29	:	0506 : 5.8	::	1727 : 5.5	::	1117 : 0.3	::	2337 : 0.4	::
30	:	0548 : 5.7	::	1812 : 5.3	::	1200 : 0.5	::		::
31	:	0636 : 5.5	::	1908 : 5.2	::	0024 : 0.7	::	1251 : 0.8	::

APAMAMA ATOLL - TIDE TABLEZONE ZERO TIME and DATE

	: HIGH		: HIGH		: LOW		: LOW		
Date - 1943	Time	Feet	Time	Feet	Time	Feet	Time	Feet	
Nov. 1	: 0641	: 5.5	:: 1908	: 5.2	:: 0029	: 0.7	:: 1254	: 0.8	::
2	: 0735	: 5.3	:: 2005	: 5.2	:: 0122	: 0.9	:: 1350	: 0.9	::
3	: 0835	: 5.1	:: 2108	: 5.1	:: 0220	: 0.9	:: 1452	: 1.0	::
4	: 0941	: 5.0	:: 2214	: 5.0	:: 0324	: 1.0	:: 1558	: 1.0	::
5	: 1047	: 5.0	:: 2320	: 5.0	:: 0430	: 1.0	:: 1704	: 0.9	::
6	: 1153	: 5.1	::	:	:: 0536	: 0.9	:: 1808	: 0.8	::
7	: 0023	: 5.3	:: 1253	: 5.2	:: 0638	: 0.8	:: 1908	: 0.7	::
8	: 0123	: 5.5	:: 1350	: 5.3	:: 0736	: 0.8	:: 2002	: 0.4	::
9	: 0217	: 5.7	:: 1437	: 5.5	:: 0826	: 0.5	:: 2047	: 0.1	::
10	: 0259	: 5.8	:: 1517	: 5.6	:: 0908	: 0.1	:: 2127	: 0.0	::
11	: 0335	: 5.9	:: 1550	: 5.7	:: 0942	: 0.0	:: 2157	: 0.0	::
12	: 0405	: 6.0	:: 1620	: 5.7	:: 1012	: 0.0	:: 2227	: 0.1	::
13	: 0435	: 6.0	:: 1653	: 5.6	:: 1047	: 0.1	:: 2302	: 0.2	::
14	: 0511	: 5.8	:: 1732	: 5.5	:: 1122	: 0.3	:: 2342	: 0.4	::
15	: 0553	: 5.7	:: 1817	: 5.3	::	:	:: 1205	: 0.6	::
16	: 0641	: 5.5	:: 1908	: 5.2	:: 0029	: 0.7	:: 1254	: 0.8	::
17	: 0735	: 5.3	:: 2005	: 5.2	:: 0122	: 0.9	:: 1350	: 0.9	::
18	: 0835	: 5.1	:: 2108	: 5.1	:: 0220	: 1.0	:: 1452	: 1.0	::
19	: 0941	: 5.0	:: 2214	: 5.0	:: 0324	: 1.0	:: 1558	: 1.0	::
20	: 1047	: 5.0	:: 2320	: 5.0	:: 0430	: 0.9	:: 1704	: 0.9	::
21	: 1153	: 5.1	::	:	:: 0536	: 0.9	:: 1808	: 0.8	::
22	: 0023	: 5.3	:: 1253	: 5.2	:: 0638	: 0.8	:: 1908	: 0.7	::
23	: 0123	: 5.5	:: 1350	: 5.3	:: 0736	: 0.8	:: 2002	: 0.4	::
24	: 0217	: 5.7	:: 1437	: 5.5	:: 0826	: 0.5	:: 2047	: 0.2	::
25	: 0259	: 5.8	:: 1517	: 5.6	:: 0908	: 0.3	:: 2126	: 0.1	::
26	: 0335	: 6.0	:: 1550	: 5.7	:: 0942	: 0.1	:: 2157	: 0.0	::
27	: 0405	: 6.0	:: 1620	: 5.7	:: 1012	: 0.0	:: 2227	: 0.1	::
28	: 0435	: 6.0	:: 1653	: 5.6	:: 1044	: 0.1	:: 2302	: 0.2	::
29	: 0511	: 5.8	:: 1732	: 5.5	:: 1122	: 0.3	:: 2342	: 0.4	::
30	: 0553	: 5.7	:: 1817	: 5.3	::	:	:: 1205	: 0.6	::
Dec. 1	: 0642	: 5.5	:: 1908	: 5.2	:: 0029	: 0.7	:: 1254	: 0.8	::
2	: 0735	: 5.3	:: 2005	: 5.1	:: 0122	: 0.9	:: 1350	: 0.9	::
3	: 0835	: 5.1	:: 2108	: 5.0	:: 0220	: 1.0	:: 1452	: 1.0	::
4	: 0941	: 5.0	:: 2214	: 5.0	:: 0324	: 1.0	:: 1558	: 1.0	::
5	: 1047	: 5.0	:: 2320	: 5.1	:: 0430	: 0.9	:: 1704	: 0.9	::
6	: 1153	: 5.1	::	:	:: 0536	: 0.9	:: 1808	: 0.8	::
7	: 0023	: 5.1	:: 1253	: 5.3	:: 0638	: 0.8	:: 1908	: 0.7	::
8	: 0123	: 5.3	:: 1350	: 5.5	:: 0736	: 0.8	:: 2002	: 0.4	::
9	: 0217	: 5.5	:: 1437	: 5.6	:: 0826	: 0.5	:: 2047	: 0.2	::
10	: 0259	: 5.7	:: 1517	: 5.7	:: 0908	: 0.3	:: 2127	: 0.1	::
11	: 0335	: 5.8	:: 1550	: 5.7	:: 0942	: 0.1	:: 2157	: 0.0	::
12	: 0405	: 6.0	:: 1620	: 5.7	:: 1012	: 0.0	:: 2227	: 0.1	::
13	: 0435	: 6.0	:: 1653	: 5.6	:: 1042	: 0.1	:: 2302	: 0.2	::
14	: 0511	: 5.8	:: 1732	: 5.5	:: 1122	: 0.3	:: 2342	: 0.4	::

APAMAMA - TIDE TABLEZONE ZERO TIME and DATE

	: HIGH		: HIGH		: LOW		: LOW		
Date - 1943	: Time	: Feet	: Time	: Feet	: Time	: Feet	: Time	: Feet	:
Dec. 15	: 0553	: 5.7	: 1817	: 5.3	:	:	: 1205	: 0.6	:
16	: 0641	: 5.5	: 1908	: 5.2	: 0029	: 0.7	: 1254	: 0.8	:
17	: 0735	: 5.3	: 2005	: 5.2	: 0122	: 0.9	: 1350	: 0.9	:
18	: 0835	: 5.1	: 2108	: 5.1	: 0220	: 1.0	: 1452	: 1.0	:
19	: 0941	: 5.0	: 2214	: 5.0	: 0324	: 1.0	: 1558	: 1.0	:
20	: 1047	: 5.0	: 2320	: 5.0	: 0430	: 0.9	: 1704	: 0.9	:
21	: 1153	: 5.1	:	:	: 0536	: 0.9	: 1808	: 0.8	:
22	: 0023	: 5.3	: 1253	: 5.2	: 0638	: 0.8	: 1908	: 0.7	:
23	: 0123	: 5.5	: 1350	: 5.3	: 0736	: 0.8	: 2002	: 0.4	:
24	: 0217	: 5.7	: 1437	: 5.5	: 0826	: 0.5	: 2047	: 0.2	:
25	: 0259	: 5.8	: 1517	: 5.6	: 0908	: 0.3	: 2126	: 0.1	:
26	: 0335	: 6.0	: 1550	: 5.7	: 0942	: 0.1	: 2157	: 0.0	:
27	: 0405	: 6.0	: 1620	: 5.7	: 1012	: 0.0	: 2227	: 0.1	:
28	: 0435	: 6.0	: 1653	: 5.6	: 1044	: 0.1	: 2302	: 0.2	:
29	: 0511	: 5.8	: 1732	: 5.5	: 1122	: 0.3	: 2342	: 0.4	:
30	: 0553	: 5.7	: 1817	: 5.3	:	:	: 1205	: 0.6	:
31	: 0642	: 5.5	: 1912	: 5.2	: 0029	: 0.7	: 1256	: 0.8	:

FUNAFUTI - TIDE TABLE

INT
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(Summer Despatch 202040 October correction:- 2 h - 17 min.
for low water and plus 0.4 for height low water.)

ZONE ZERO TIME and DATE

	: HIGH	::	HIGH	::	LOW	::	LOW	::
Date - 1943	: Time : Feet	::	Time : Feet	::	Time : Feet	::	Time : Feet	::
Nov. 1	: 0650 : 5.8	::	1932 : 5.2	::	0106 : 0.9	::	1357 : 0.8	::
2	: 0752 : 5.7	::	2044 : 5.2	::	0206 : 1.0	::	1504 : 0.8	::
3	: 0902 : 5.6	::	2159 : 5.3	::	0320 : 1.1	::	1615 : 0.8	::
4	: 1014 : 5.6	::	2305 : 5.4	::	0439 : 1.1	::	1724 : 0.7	::
5	: 1120 : 5.7	::	:	::	0550 : 0.9	::	1825 : 0.6	::
6	: 0005 : 5.6	::	1220 : 5.7	::	0654 : 0.8	::	1920 : 0.5	::
7	: 0057 : 5.8	::	1313 : 5.8	::	0749 : 0.6	::	2011 : 0.5	::
8	: 0145 : 5.9	::	1403 : 5.8	::	0841 : 0.5	::	2058 : 0.4	::
9	: 0231 : 6.0	::	1451 : 5.8	::	0929 : 0.4	::	2141 : 0.5	::
10	: 0313 : 6.0	::	1535 : 5.7	::	1016 : 0.4	::	2225 : 0.6	::
11	: 0355 : 6.0	::	1620 : 5.5	::	1101 : 0.5	::	2307 : 0.7	::
12	: 0436 : 5.9	::	1705 : 5.3	::	1157 : 0.6	::	2350 : 0.9	::
13	: 0518 : 5.7	::	1751 : 5.2	::	:	::	1233 : 0.7	::
14	: 0602 : 5.5	::	1840 : 5.0	::	0034 : 1.1	::	1321 : 0.8	::
15	: 0650 : 5.3	::	1934 : 4.9	::	0124 : 1.2	::	1412 : 1.0	::
16	: 0742 : 5.2	::	2036 : 4.9	::	0216 : 1.4	::	1507 : 1.1	::
17	: 0842 : 5.1	::	2138 : 4.9	::	0317 : 1.5	::	1605 : 1.2	::
18	: 0942 : 4.9	::	2235 : 4.9	::	0422 : 1.5	::	1702 : 1.2	::
19	: 1038 : 5.1	::	2325 : 5.0	::	0523 : 1.5	::	1754 : 1.2	::
20	: 1129 : 5.1	::	:	::	0618 : 1.4	::	1840 : 1.1	::
21	: 0007 : 5.1	::	1217 : 5.2	::	0706 : 1.3	::	1920 : 1.0	::
22	: 0046 : 5.2	::	1257 : 5.3	::	0748 : 1.1	::	1957 : 0.9	::
23	: 0124 : 5.5	::	1340 : 5.4	::	0827 : 1.0	::	2034 : 0.8	::
24	: 0202 : 5.7	::	1421 : 5.4	::	0906 : 0.8	::	2110 : 0.9	::
25	: 0241 : 5.9	::	1502 : 5.5	::	0948 : 0.7	::	2149 : 0.7	::
26	: 0322 : 6.0	::	1547 : 5.5	::	1029 : 0.6	::	2229 : 0.6	::
27	: 0405 : 6.0	::	1634 : 5.5	::	1113 : 0.5	::	2315 : 0.6	::
28	: 0452 : 6.1	::	1726 : 5.5	::	:	::	1201 : 0.5	::
29	: 0543 : 6.0	::	1823 : 5.4	::	0004 : 0.7	::	1252 : 0.5	::
30	: 0639 : 5.9	::	1926 : 5.3	::	0059 : 0.8	::	1349 : 0.5	::
Dec. 1	: 0740 : 5.8	::	2033 : 5.3	::	0200 : 0.9	::	1449 : 0.6	::
2	: 0848 : 5.7	::	2141 : 5.4	::	0309 : 0.9	::	1554 : 0.6	::
3	: 0956 : 5.6	::	2247 : 5.5	::	0421 : 0.9	::	1659 : 0.6	::
4	: 1102 : 5.5	::	2344 : 5.6	::	0531 : 0.9	::	1800 : 0.6	::
5	: 1200 : 5.1	::	:	::	0635 : 3.8	::	1857 : 0.6	::
6	: 0037 : 5.7	::	1256 : 5.1	::	0734 : 0.7	::	1949 : 0.6	::
7	: 0127 : 5.8	::	1348 : 5.5	::	0827 : 0.6	::	2037 : 0.6	::
8	: 0212 : 5.8	::	1435 : 5.4	::	0916 : 0.5	::	2124 : 0.6	::
9	: 0254 : 5.9	::	1520 : 5.3	::	1003 : 0.5	::	2207 : 0.7	::
10	: 0335 : 5.8	::	1602 : 5.3	::	1047 : 0.5	::	2247 : 0.8	::
11	: 0414 : 5.7	::	1642 : 5.2	::	1127 : 0.6	::	2327 : 0.9	::
12	: 0454 : 5.6	::	1725 : 5.1	::	:	::	1209 : 0.7	::
13	: 0533 : 5.5	::	1808 : 5.0	::	0008 : 1.0	::	1254 : 0.8	::
14	: 0615 : 5.4	::	1905 : 4.9	::	0050 : 1.2	::	1337 : 0.9	::

FUNAFUTI - TIDE TABLE

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(Summer Despatch 202040 October correction:- 2 h - 17 min.
for low water and plus 0.4 for height low water.)

ZONE ZERO TIME and DATE

	: HIGH		: HIGH		: LOW		: LOW		
Date - 1943	Time	Feet	Time	Feet	Time	Feet	Time	Feet	
Dec. 15	: 0659	: 5.2	:: 1943	:: 4.9	:: 0134	: 1.3	:: 1422	: 1.0	::
16	: 0746	: 5.1	:: 2037	:: 4.9	:: 0223	: 1.4	:: 1509	: 1.1	::
17	: 0839	: 5.0	:: 2133	:: 4.9	:: 0316	: 1.4	:: 1601	: 1.1	::
18	: 0937	: 5.0	:: 2227	:: 5.0	:: 0417	: 1.4	:: 1652	: 1.1	::
19	: 1033	: 5.0	:: 2316	:: 5.1	:: 0518	: 1.4	:: 1740	: 1.1	::
20	: 1125	: 5.0	::	::	:: 0615	: 1.3	:: 1827	: 1.0	::
21	: 0002	: 5.3	:: 1217	:: 5.1	:: 0707	: 1.1	:: 1911	: 0.9	::
22	: 0047	: 5.5	:: 1306	:: 5.2	:: 0755	: 0.9	:: 1955	: 0.8	::
23	: 0132	: 5.7	:: 1354	:: 5.3	:: 0843	: 0.7	:: 2040	: 0.8	::
24	: 0216	: 5.9	:: 1442	:: 5.4	:: 0926	: 0.5	:: 2126	: 0.8	::
25	: 0302	: 6.0	:: 1530	:: 5.5	:: 1012	: 0.4	:: 2214	: 0.5	::
26	: 0349	: 6.1	:: 1621	:: 5.5	:: 1059	: 0.3	:: 2303	: 0.6	::
27	: 0438	: 6.1	:: 1715	:: 5.5	:: 1148	: 0.2	:: 2353	: 0.5	::
28	: 0530	: 6.1	:: 1811	:: 5.5	::	:	:: 1239	: 0.2	::
29	: 0627	: 6.0	:: 1911	:: 5.4	:: 0048	: 0.5	:: 1332	: 0.3	::
30	: 0726	: 5.8	:: 2015	:: 5.4	:: 0148	: 0.6	:: 1430	: 0.4	::
31	: 0830	: 5.6	::	::	:: 0253	: 0.7	::	:	::

24 October 1943

OPERATION PLAN

No. Cen 1-43 (Annex E - Intelligence Plan)

APPENDIX II

AEROLOGICAL INFORMATION

1. SOURCES OF INFORMATION

- (a) GUADALCANAL AND ESPIRITU SANTO SEARCH - Selected patrol reports from search to north of Guadalcanal and Espiritu Santo will be broadcast on regular Noumea (NCS) schedules.
- (b) ELLICE ISLAND SEARCHES in addition to regular surface reports will be selected and sent direct to Weather Central Pearl and Weather Central Noumea. These reports will be broadcast on Honolulu (NPM) weather sked (1000 and 1600 Zone Zero) and Noumea (NCS) regular night schedules. Com-AndGenPac will provide daily aerograph for ballistics from Ellice Islands and forward to Weather Central Pearl for regular NPM broadcast.
- (c) SUBMARINE WEATHER reports will be made to ComSubPac on 4235 series in channel 105-S and will be reenciphered and forwarded by CinCPac via NPM Fox schedule in channel 35-S and rebroadcast by ComSubPac on 105-S.
- (d) A SPECIAL WEATHER SUBMARINE located off Nauru will make daily transmissions between 0800 and 1600 (Zone Zero) commencing on D minus 5 day and continuing to about D plus 4 day. It will make one additional report during the daytime periods of bad or changing weather. Upper air will be included. Same communications channels will be used as in sub-paragraph (c) above.
- (e) WEATHER MAP ANALYSES is CSP 945 by Fleet Weather Central are broadcast on HAIKU Fox at 0400 and 1600 (Zone Zero). Special area forecasts in CSP 946 from Fleet Weather Central on HAIKU Fox are broadcast at 1000 and 2200 (Zone Zero). Noumea map analysis is broadcast at 1250 (Zone Zero).

2. PERSONNEL AND EQUIPMENT

- (a) First class aerological Units are in INDIANAPOLIS, PENNSYLVANIA, MARYLAND, CURTISS, and carriers. Small units will be in battleships and cruisers. First class units will provide ships in company with ballistic winds and densities for AA fire to 18,000 feet and also with surface fire data. Ships with first class aerological Units aboard should take aerograph soundings for ballistic density when possible, otherwise use the nearest island RAOB. An Ellice Island or Palmyra Island RAOB should be best for densities in the target areas.

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AEROLOGICAL INFORMATION

(b) Bathythermograph predictions for echo ranging are available from INDIANAPOLIS, PENNSYLVANIA, and MARYLAND.

3. Summary of average and/or prevailing climatic conditions for the months of November and December, over the areas in the vicinity of Nauru, Makin, and Tarawa Islands:

	<u>NOVEMBER</u>				<u>DECEMBER</u>			
	NAURU		MAKIN & TARAWA		NAURU		MAKIN & TARAWA	
	with : east : west :	with : east : west :	with : east : west :	with : east : west :	with : east : west :	with : east : west :	with : east : west :	with : east : west :
CONDITION	PREVAILING	WIND DIR.	AND %	AVG.	WIND	VEL.	HIGHEST	HOURLY
	ENE 22 : W 40 :	ENE 24 : W 30 :	ENE 26 : W 40 :	ENE 27 : W 30 :	ENE 28 : W 30 :	ENE 29 : W 30 :	ENE 30 : W 30 :	ENE 31 : W 30 :
	WINDS OVER	20 KTS	IN %	WINDS OVER	30 KTS	IN %	EXPECTED	CLOUDI-
	NESS	FOG AND	MIST	% OF	DAYS	WITH RAIN	THUNDER-	STORMS
	PER MONTH							

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AEROLOGICAL INFORMATION

GILBERT ISLANDS

4. WEATHER:

These islands lie south of the region of maximum equatorial rainfall but average precipitation appears ample. However, rainfall is highly variable, which tends to render averages of little meaning. Any month of the year may experience weather from a severe drouth to heavy rains. A striking example of the differences which may occur is given by the data for Ocean in 1917 and 1919. In 1917 a meagre 14 inches was recorded while 2 years later it jumped to 175 inches. In considering means, therefore, it must be kept in mind that wide deviations occur.

MAKIN AND TARAWA

WEATHER CONDITIONS:

Makin and Tarawa are considerable drier than the islands around Jaluit. They receive practically all of their rain during the months of November through April. The equatorial front invades Makin during November and has passed south of Tarawa by January. At this time all of the northern Gilberts experience a shift to cool trade winds from the east-northeast instead of the moist equatorial air. A tendency for the entire population to contract influenza during this change of seasons has been reported. Rain begins at Makin and Tarawa during November and lasts through December and mid-January. After mid-January the weather shifts from doldrum or rainy weather (see charts of doldrum positions) to showery NE trade weather. At any time after mid-November, westerly storms may move into the area. These westerly storms reach a maximum in frequency of occurrence, and also in intensity, during latter December and January. During the latter part of November and early December, we may expect considerable rainfall at Makin and Tarawa with light easterly surface winds. Ceilings will average 1,000 feet with most of the rain falling from well built up cumulo-nimbus clouds. Rainfall increases during December when the frontal zone covers the entire Gilbert Group. (see chart for December in paragraph 5.)

WINDS:

The surface winds at Makin and Tarawa remain light east-south easterly (average 8 knots) until late November (when the equatorial front moves southward into the area). Then they become very light and confused blowing mostly from the east.

SECRET

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AEROLOGICAL INFORMATION

MAKIN AND TARAWA

WINDS: (Cont'd)

The wind may increase sharply during squalls only to subside rapidly after a squall passes. Westerly winds normally need not be expected here until mid-December, but they may occur any time after mid-November. They will almost always be preceded by a shift to north and northwest, then into westerly. The west winds at Makin and Tarawa are not so strong nor so frequent as they are between the equator and 10° S. They average ten knots but frequently reach twenty to thirty knots. After the middle of December, the NE trade winds invade these atolls bringing much fresher winds averaging ten knots and reaching as high as twenty-five knots. It is the recurring of these winds which cause the westerlies during the December to March period, which is one of the reasons the westerlies are quite strong.

CLOUDINESS:

Makin and Tarawa have a rapid increase in cloudiness during Mid-November and an average of seven tenths total cloud cover may be expected for the whole winter period. During westerly weather, a nearly solid overcast may be expected. The normal clouds are of the swelling cumulo-nimbus type with bases around 1,000 feet, tops 15 to 20,000 feet.

FLYING CONDITIONS:

Flying conditions in the northern Gilberts become increasingly worse after the doldrums invade that area. Normal ceiling within the doldrum belt (see diagram for November and December in paragraph 5) is 500 to 1,500 feet with visibility reduced by showers to one to six miles. In the heavy rain areas along the front ceiling and visibility are close to zero. The entire doldrum area will have many cumulo-nimbus clouds built up to great heights (20,000 feet and over) and heavy showers will persist although these clouds and showers are not continuous unless very close to the actual front. Normally a 40 to 50 % effective search can be made in the area except along the front. During the periods of westerly winds ceilings and visibilities are much lower (500 feet and one mile) and flying conditions become poor. A 10% search only can be made during these periods.

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BOATING CONDITIONS:

Boating and landing conditions are good during November and December because the light easterly winds prevail. However, during westerly periods the conditions are unfavorable because these winds can become very strong and are preceded and accompanied by heavy westerly swells and rough seas. (A westerly blow may often be anticipated by first noticing the swell).

THUNDERSTORMS:

They occur only during the winter season along the equatorial front.

HURRICANES:

Do not occur here.

NEAREST ENEMY BASES:

During latter November and early December the Marshall Islands are having their maximum rainfall. The southern islands are well within the doldrum area and rain every day may be expected. Flight operations at Jaluit, Mili, and Majuro will be difficult whereas Kwajalein and Wotje and all of the islands north of them will have quite good trade weather conditions.

OCEAN AND NAURU

WEATHER CONDITIONS:

These islands normally remain in the SE trade zone with clear skies and light ESE surface winds until the first of December. When the doldrum belt is further south than is normal, the doldrum weather reaches these islands in November. Practically all of the rainfall experienced at these islands falls during the months of November to March (average 82 in. per year). Doldrum weather here is similar to that described for Makin and Tarawa. Because of the location of these islands further south and west, the westerly winds blow stronger and more often here. The westerly storms almost without exception appear at these islands twenty-four to forty-eight hours before they appear in the Tarawa area.

E-II-5-4

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-----WINDS:

Surface winds remain ESE about eight knots until the doldrum area invades the islands; then they become light and confused with the wind varying considerably between NE and SE. When the equatorial front itself has passed to the south of these islands the wind shifts into NW and W and increases in strength. The west winds are strongest during December, January, and February, and may blow strongly with a heavy swell throughout these months. The westerly storms may be preceded by a wind shift either to NW or SW.

CLOUDINESS:

Nauru shows a low average cloud cover of only 38%. It varies with rainfall from near 60% cloud cover in January to 20% in the summer months. Clouds are of the swelling cumulus type reaching cumulo-nimbus proportions during doldrum periods with tops extending above 20,000 feet.

FLYING CONDITIONS:

Flying conditions at Nauru remain quite favorable until mid-November when the doldrum weather appears. During doldrum weather many short but strong squalls occur, with heavy rain falling from large cumulo-nimbus clouds. Low ceilings and visibilities with thunderstorms accompany these squalls. The squalls are not continuous but are so spaced that flying between them is possible. The icing level may be expected near 15,000 feet and to fly above that level in the vicinity of cumulo-nimbus clouds is dangerous. During westerly storm periods nimbus clouds flatten out beneath the cumulo-nimbus and ceilings and visibilities are reduced to 500 feet and one mile, often becoming near zero zero within the heavy rain. When westerly winds or a westerly swell is indicated at Nauru aircraft operations must be undertaken with great care in the whole Gilbert area. A 75% search can normally be made until mid-November, decreasing to 50% by mid-December.

BOATING CONDITIONS:

Same as for Makin and Tarawa.

THUNDERSTORMS:

Occur periodically along the equatorial front principally during December, January, and February.

SECRET
OPERATION PLAN

No. Cen 1-43 (Annex E - Intelligence Plan; Appendix II - Aero. Info.).

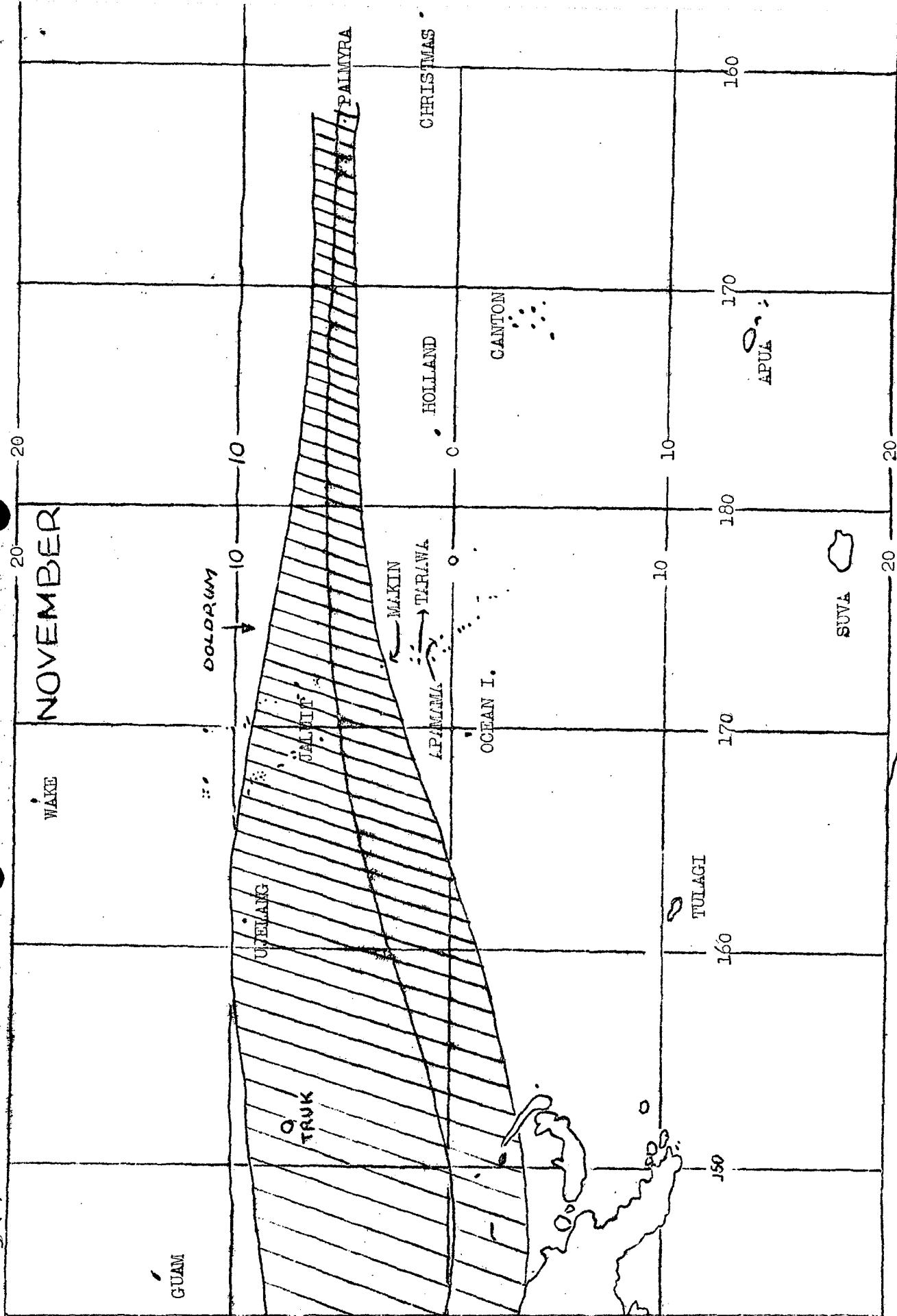
HURRICANES:

None.

ELLICE ISLAND GROUP

During the months of November and December the Ellice Islands remain south of the equatorial front and consequently have much better weather than the Gilbert Islands with favorable flying conditions.

NOVEMBER



DECEMBER

SQUALL ZONE IN N HEMISPHERE MOVES
S WIDENS AND DECREASES IN INTENSITY

GUAM

TRUK

UJELANG

JALUIT

OCEAN

MAKIN

TIRAWA

APAMAM

HOWLAND

CANTON

PALMYRA

CHRISTMAS

E-II-9

TULLAGI

SUBSIDIARY SQUALL ZONE FORMS IN SW HEMISPHERE AND
INCREASES RAPIDLY IN INTENSITY IN DECEMBER AND
BECOMES PRINCIPAL FRONTAL ZONE IN JANUARY

SUVI

APLA

160

170

180

170

160

150

20

20

10

10

0

0

10

10

20

20

Serial: 00110

25 October 1943.

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SECRET
OPERATION PLAN
No. Cen 1-43ANNEX FREFERENCE POINTS AND ROUTES

1. The following geographical reference points are established for GALVANIC operations:

<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
A	0-21(S)	176-26(W)	GRAY	2-20(N)	168-43(E)
AHOY	1-10(S)	173-32(W)	GREEN	2-18(N)	170-30(E)
AMBER	0-36(S)	173-00(E)	H	1-11(N)	173-05(E)
ASH	7-00(N)	174-00(W)	HELM	12-30(S)	176-14(W)
B	0-10(N)	178-11(E)	HICKORY	1-00(N)	175-00(E)
BEACON	0-42(S)	178-23(E)	I	1-06(N)	173-06(E)
BEECH	1-35(N)	174-00(E)	INDIGO	3-28(N)	169-18(E)
BIRCH	5-35(N)	176-10(E)	IRON	11-00(S)	172-30(E)
BLACK	2-00(N)	172-00(E)	J	2-07(S)	177-21(E)
BLUE	0-16(S)	171-50(E)	JUMPER	0-08(N)	175-50(E)
BOX	12-00(S)	180(E)	K	5-45(S)	176-17(E)
BROWN	1-13(N)	169-30(E)	KOA	1-00(N)	174-00(E)
BUSH	1-30(N)	174-30(E)	L	8-31(S)	178-30(E)
C	1-28(N)	174-49(E)	LARCH	14-00(S)	178-00(E)
CABLE	2-30(N)	173-32(E)	LEAD	0-00	172-10(E)
CEDAR	20-00(N)	160-00(W)	LUMBER	1-00(N)	171-50(E)
CHROME	14-17(S)	168-33(E)	M	4-00(S)	179-08(W)
CRIMSON	0-31(N)	172-31(E)	MAPLE	5-00(N)	172-37(E)
D	2-28(S)	174-23(W)	MAROON	3-54(N)	170-40(E)
DATE	17-30(S)	176-30(E)	N	8-50(S)	179-20(W)
DOLPHIN	0-58(S)	176-52(E)	O	10-19(S)	179-17(E)
E	2-55(S)	174-41(W)	OAK	2-05(N)	173-40(E)
ELM	0-50(N)	173-30(E)	P	17-20(S)	168-27(E)
ENSIGN	2-39(S)	177-25(E)	PALM	3-25(N)	171-35(E)
F	2-55(S)	179-55(E)	PINE	3-15(N)	177-45(W)
FANTAIL	5-39(S)	176-40(E)	PINK	4-14(N)	173-32(E)
FIR	5-37(N)	178-00(W)	POPLAR	7-05(N)	172-45(E)
G	1-06(N)	174-50(E)	PURPLE	4-39(N)	171-08(E)
GIMBAL	7-54(S)	178-35(E)	Q	12-53(S)	176-22(W)
GOLD	0-45(N)	171-25(E)	R	1-46(N)	173-55(E)

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F

S E C R E T

OPERATION PLAN

No. Cen 1-43 (Annex F - Reference Points and Routes)

<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Point</u>	<u>Latitude</u>	<u>Longitude</u>
RED	3-38(N)	174-38(E)	TEAK	2-15(S)	174-00(W)
REDWOOD	10-00(S)	178-30(W)	TIN	8-50(S)	179-30(E)
S	0-46(S)	176-10(E)	VIOLET	1-42(N)	176-38(E)
SILVER	6-00(S)	175-00(E)	WALNUT	16-20(S)	176-45(E)
SLATE	3-00(N)	177-00(E)	WHITE	2-46(N)	174-45(E)
SOAK	8-50(S)	178-00(E)	WILLOW	1-10(N)	173-30(E)
SPRUCE	3-10(N)	175-45(E)	YELLOW	2-05(N)	175-28(E)
STEEL	1-50(S)	166-00(E)	YEW	5-05(N)	172-00(E)
STICKY	5-30(S)	175-00(E)			
TAN	4-23(N)	175-50(E)			

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OPERATION PLAN

No. Cen 1-43 (Annex F - Reference Points and Routes)

2. The following routes are established for GALVANIC Operations:

<u>FROM</u>	<u>TO</u>	<u>VIA ROUTES</u>	<u>THROUGH POINTS</u>	<u>DISTANCE</u>
MAKIN	PEARL HARBOR	UNITED	BEACON, AHOY	2448
MAKIN	TUTUILA	VICTORY	CABLE, JUMPER, DOLPHIN	1453
MAKIN	WALLIS	WOBBLE	CABLE, JUMPER, DOLPHIN, HELM	1198
MAKIN	FUNAFUTI	YODEL	CABLE, JUMPER, DOLPHIN, ENSIGN	825
MAKIN	FUNAFUTI	ZOO	CABLE, JUMPER, DOLPHIN, ENSIGN FANTAIL, GIMBAL	861
TARAWA	PEARL HARBOR	UNITED	BEACON, AHOY	2386
TARAWA	TUTUILA	VICTORY	JUMPER, DOLPHIN	1382
TARAWA	WALLIS	WOBBLE	JUMPER, DOLPHIN, HELM	1127
TARAWA	FUNAFUTI	YODEL	JUMPER, DOLPHIN, ENSIGN	754
TARAWA	FUNAFUTI	ZOO	JUMPER, DOLPHIN, ENSIGN, FANTAIL, GIMBAL	790
APAMAMA	PEARL HARBOR	UNITED	BEACON, AHOY	2319
APAMAMA	TUTUILA	VICTORY	DOLPHIN	1305
APAMAMA	WALLIS	WOBBLE	DOLPHIN, HELM	1050
APAMAMA	FUNAFUTI	YODEL	DOLPHIN, ENSIGN	677
APAMAMA	FUNAFUTI	ZOO	DOLPHIN, ENSIGN, FANTAIL, GIMBAL	713

<u>FROM</u>	<u>TO</u>	<u>VIA ROUTE</u>	<u>THROUGH POINTS</u>	<u>DISTANCE</u>
PEARL HARBOR	MAKIN	APRICOT	A, B	2395
PEARL HARBOR	MAKIN	BERRY	E, F, C	2636
PEARL HARBOR	APAMAMA	APRICOT	A, B	2278
PEARL HARBOR	TARAWA	APRICOT	A, B	2351
EFATE	TARAWA	CITRUS	O, N, M, G, I	1826
WALLIS	APAMAMA	DAPPER	Q, J, S	1028
WALLIS	MAKIN	DAPPER	Q, J, S, R	1186
FUNAFUTI	MAKIN	EGG	L, K, J, S, R	889
FUNAFUTI	TARAWA	EGG	L, K, J, S, R, H	889
FUNAFUTI	APAMAMA	EGG	L, K, J, S	731

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REF
F

OPERATION PLAN

No. Cen 1-43 (Annex F - Reference Points and Routes)

3. The following Carrier Group Operation Areas are established:

Area ALPHA - Lat. 4-25(N) to 3-20(N); Long. 171(E) to 173(E)

Area BETA - Lat. 3-20(N) to 2-30(N); Long. 171(E) to 173-30(E)

Area GAMMA - Lat. 2-30(N) to 1-20(N); Long. 171-30(E) to 174(E)

Area DELTA - Lat. 1-20(N) to 0-00; 173(E) to 175(E)

Appendix I: Reference Point Chart - GALVANIC Operating Area.

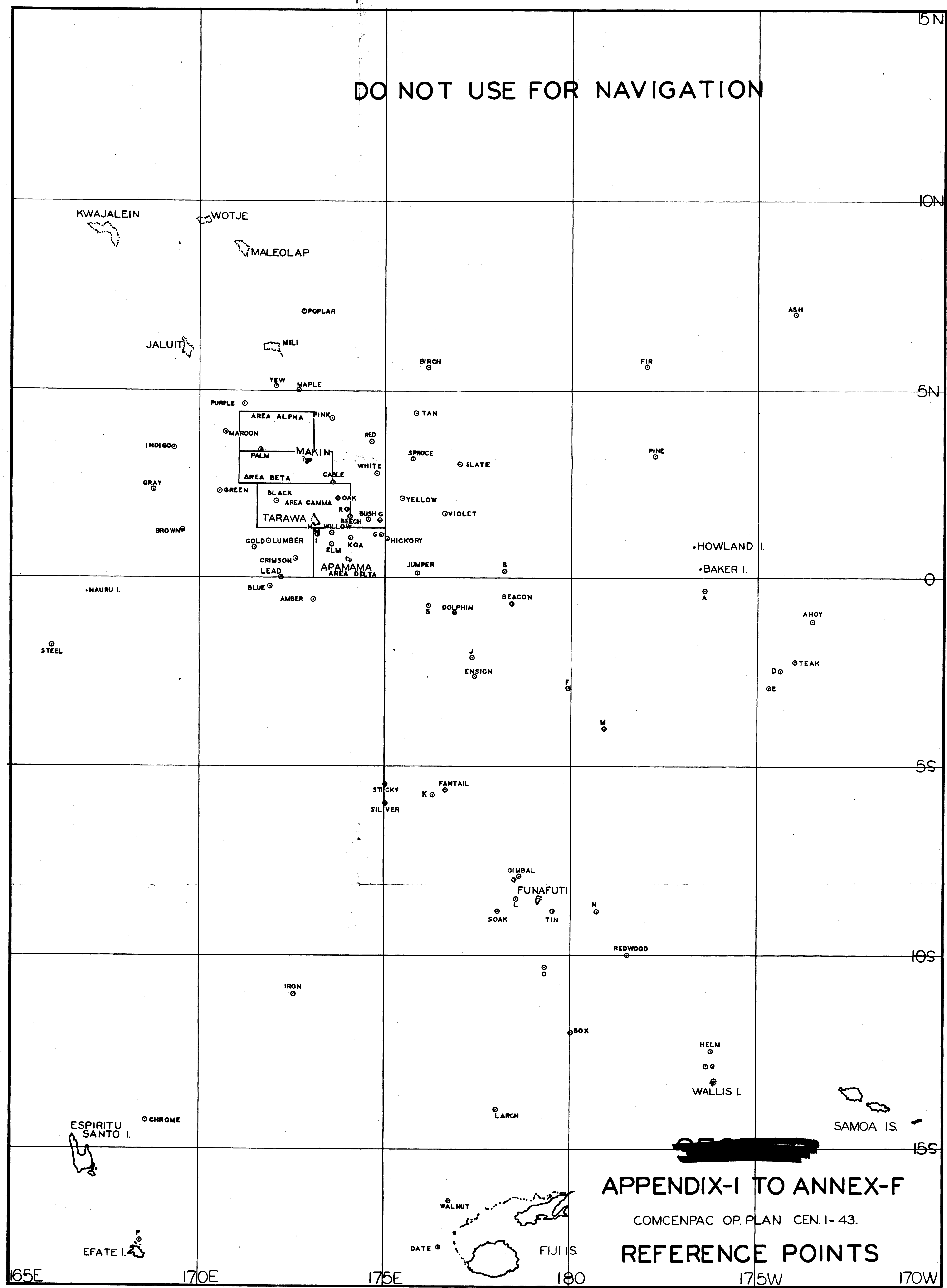
Appendix II: Reference Point Chart - GALVANIC Attack Area.

DISTRIBUTION:

Distribution list attached
to basic plan, ComCenPac
Operation Plan No. Cen 1-43

C. F. Barber
C. F. BARBER,
Flag Secretary

DO NOT USE FOR NAVIGATION



APPENDIX-I TO ANNEX-F

COMCENPAC OP. PLAN CEN. I- 43.

REFERENCE POINTS

~~SECRET~~
ANNEX G

26 October 1943.

OPERATION PLAN
No. Cen 1-43MOVEMENT PLAN

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D DAY IS PRESCRIBED IN COMCENPAC OPERATION PLAN NO. CEN 1-43, AND IS THE LOCAL DAY COMMENCING AT 0000 (ZONE PLUS 12), AND ENDING AT 2400 (ZONE PLUS 12). IT IS A WEST LONGITUDE DATE. IF IT BECOMES NECESSARY TO POSTPONE D DAY BECAUSE OF A FORECAST WHICH PREDICTS WEATHER CONDITIONS THAT WOULD MAKE THE LANDING OF TROOPS AND EQUIPMENT IMPOSSIBLE ON THE PRESCRIBED DATE, THE COMMANDER IN CHIEF, U.S. PACIFIC FLEET WILL BROADCAST THE CHANGE IN D DAY ON THE FOX SCHEDULES. THIS CHANGE IN D DAY WILL BE EXPRESSED IN THE NUMBER OF DAYS D DAY IS DELAYED, AND THE CALENDAR DAY, WEST LONGITUDE DATE WILL BE GIVEN.

1. The Commander Central Pacific Force has taken the measures necessary to assemble the task organizations of Commander Central Pacific Force Operation Plan Cen 1-43 as indicated below. Unless otherwise specified all dates are West Longitude dates.

(a) Assault Force(1) Force Flag and Northern Attack Force.

At PEARL by 30 October.

(2) Southern Attack Force.

In NEW HEBRIDES area by 6 November.

Exceptions - BARNES - at PEARL by 30 October.
NASSAU - at PEARL by 1 November.
COTTEN - at PEARL by 31 October.
COWELL - at PEARL by 2 November.

(3) MAKIN LST Group No. 1.

At PEARL by 3 November.

(4) TARAWA LST Group No. 1.

At FUNAFUTI by 12 November.

(5) MAKIN LST Group No. 2.

At FUNAFUTI by 12 November.

(6) TARAWA LST Group No. 2.

At FUNAFUTI by 12 November.

(7) MAKIN Garrison Group

At OAHU by 13 November.

OPERATION PLAN

No. Cen 1-43 (ANNEX G - Movement Plan)

(8) TARAWA Garrison Group

At OAHU by 13 November.

(9) APAMAMA Garrison Group No. 1.

At OAHU by 18 November.

(10) APAMAMA Garrison Group No. 2.

At WALLIS by 14 November.

(b) Carrier Force.

(1) Carrier Interceptor Group.

CarDiv 3 plus COMPENS
DesDiv 91 less BELL, BURNS
At PEARL by 30 October.

BatDiv 6 less NORTH CAROLINA
DesDiv 41 less OBANNON, HOPEWELL plus LAVALETTE
At NANDI by 6 November.

(2) Northern Carrier Group

ENTERPRISE at PEARL by 5 November
BELLEAU WOOD, MONTEREY
NORTH CAROLINA
DesDiv 92 less COWELL
At PEARL by 30 October.

BatDiv 8
DesDiv 42 less LAVALETTE
At NANDI by 6 November

(3) Southern Carrier Group.

ESSEX, BUNKER HILL, INDEPENDENCE
DesDiv 96 less BLACK
At ESPIRITU SANTO by 6 November.

CruDiv 5
ERBEN, HALE
In PEARL by 30 October.

(4) Relief Carrier Group.

In ESPIRITU SANTO by 14 November.

OPERATION PLANNo. Cen 1-43 (ANNEX G - Movement Plan)
-----(c) Defense Forces and Shore Based Air.

CURTIS in PEARL by 23 October.

MACKINAC in PEARL by 23 October.

SWAN in PEARL by 23 October.

Aircraft in Hawaiian, Central Pacific, Samoan and Ellice bases.

2. The Commander Northern Attack Force will conduct rehearsal exercises employing the Northern Attack Force present and the Northern Carrier Group present in the HAWAIIAN area during the period 31 October - 5 November.

The Commander Southern Attack Force will conduct rehearsal exercises employing the Southern Attack Force present and the Southern Carrier Group present in the NEW HEBRIDES area during the period 7 - 11 November.

3. The Commander Assault Force will direct the following movements:

(a) Northern Attack Force plus INDIANAPOLIS, BARNES, NASSAU, SUAMICO SCHUYLKILL, EMERY, COTTEN, COWELL.

Depart PEARL 9 November.

Proceed via Route BERRY

Speed of advance 13 knots.

Arrive at Point "D", 15 November, West Longitude date.

Complete fueling from SUAMICO and SCHUYLKILL by 1800 (Zone ZERO) 16 November, and release them and EMERY to proceed in accordance with orders of Commander Service Force.

Depart Point "D" at 1800 (Zone ZERO) 16 November.

Detach INDIANAPOLIS, BARNES, NASSAU, COTTEN, COWELL to join Southern Attack Force on 18 November, West Longitude date.

Arrive MAKIN 1700 (Zone ZERO) 19 November.

Note: Commander Northern Attack Force may delegate Tactical Command of Northern Attack Force to Commander Battleship Division 3 for all or any part of this movement at his discretion.

~~SECRET~~

OPERATION PLAN

No. Cen 1-43 (ANNEX G - Movement Plan)

(b) MAKIN LST Group No. 1.

Depart PEARL about 5 November, West Longitude date.

Proceed via route to be specified by Commander Task Force 54 and at speed of advance designated by him.

Arrive MAKIN 1630 (Zone ZERO), 19 November.

Report to Commander Northern Attack Force.

When directed, LSTs proceed unescorted to FUNAFUTI via Route YODEL.

(c) TARAWA LST Group No. 1.

Depart FUNAFUTI 14 November, West Longitude date.

Speed of advance 8.3 knots.

Proceed via Route EGG, modified as may be directed by Commander Task Force 52.

Arrive TARAWA 1630 (Zone ZERO) 19 November.

Report to Commander Southern Attack Force.

When directed, LSTs return FUNAFUTI unescorted via Route YODEL.

Note: If D day is changed and time permits return to FUNAFUTI and depart on new D minus 5 day.

(d) MAKIN LST Group No. 2.

TARAWA LST Group No. 2.

Depart FUNAFUTI 15 November, West Longitude date.

Speed of advance 8.3 knots.

Proceed via Route EGG to Point "R" in company.

MAKIN LST Group No. 2 proceed to arrive MAKIN at 1800 (Zone ZERO), 20 November.

Report to Commander Northern Attack Force.

When directed, LSTs return to FUNAFUTI via Route YODEL unescorted.

TARAWA LST Group No. 2 proceed to arrive TARAWA at 1800 (Zone ZERO), 20 November.

Report to Commander Southern Attack Force.

When directed, LSTs return to FUNAFUTI via Route YODEL unescorted.

NOTE: If D day is changed and time permits, return to FUNAFUTI and depart on new D minus 4 day.

OPERATION PLAN

No. Cen 1-43 (ANNEX G - Movement Plan)

(e) MAKIN Garrison Group

TARAWA Garrison Group

SABINE, TAPPAHANNOCK, PECOS, CABANA (DE260), DIONNE (DE261)

Depart OAHU on 14 November, West Longitude date.

Proceed via Route APRICOT.

Speed of advance 12 knots.

Arrive at Point "A" 20 November, West Longitude date.

Relief Carrier Group will join during daylight November 21, West Longitude date, and will provide escort and air cover until sunset November 22, West Longitude date.

Proceed via Point "G", at which point O.T.C. release SABINE, TAPPAHANNOCK, PECOS, CABANA and DIONNE to proceed as Task Unit 16.10.2.

MAKIN Garrison Group proceed to arrive MAKIN 1800 (Zone ZERO) 23 November.

Report to Commander Northern Attack Group.

Retire as directed by him.

TARAWA Garrison Group proceed to arrive TARAWA at 1800 (Zone ZERO) 23 November.

Report to Commander Southern Attack Group.

Retire as directed by him.

Task Group 16.10.2 operate as directed by Commander Service Force, U.S. Pacific Fleet.

(f) APAMAMA Garrison Group No. 1.

Depart PEARL on 19 November West Longitude date.

Proceed via Route APRICOT.

Speed of advance 12 knots.

Arrive Point "A" 25 November West Longitude date.

Arrive APAMAMA 1800 (Zone ZERO), 27 November.

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MOV
G

OPERATION PLAN

No. Cen 1-43 (ANNEX G - Movement Plan)

Report to Senior Officer Present Afloat.

Retire as directed by Senior Officer Present Afloat towards Point AHoy. Unless otherwise directed by the Administrative Commander, FIFTH Amphibious Force, retire to PEARL via Route UNITED at best speed.

(g) APAMAMA Garrison Group No. 2.

Depart WALLIS 22 November, West Longitude date.

Speed of advance 8.5 knots.

Proceed via Route DAPPER.

Arrive APAMAMA 1800 (Zone ZERO), 27 November.

Report to Senior Officer Present Afloat. When directed by Senior Officer Present Afloat, LSTs proceed unescorted via Route YODEL to FUNAFUTI, where report to Commander Service Squadron 4.

JANE ADDAMS retire PEARL unescorted as directed by Senior Officer Present Afloat.

4. The Commander Southern Attack Force will direct the following movement:

(a) Southern Attack Force, less BARNES, NASSAU, COTTEN, COWELL, plus NECHES, TALLULAH.

Depart NEW HEBRIDES area 11 November, West Longitude date.

Proceed via Route CITRUS.

Arrive at Point "N" 15 November, West Longitude date.

Complete fueling from NECHES and TALLULAH by 1800 (Zone ZERO), 16 November and release them to proceed in accordance with orders of Commander Service Force.

Depart Point "N" 1800 (Zone ZERO), 16 November via Route CITRUS.

Speed of advance 13 knots.

Arrive TARAUA 1700 (Zone ZERO), 19 November.

Note: INDIANAPOLIS, BARNES, NASSAU, COTTEN, COWELL will join Southern Attack Force on 18 November, West Longitude date. (See par. 3(a) above)

OPERATION PLAN

No. Gen 1-43 (ANNEX G - Movement Plan)

5. Commander Carriers will direct the following movement:

(a) Interceptor Carrier Group (units present in PEARL)

Northern Carrier Group (units present in PEARL) plus LACKAWANNA, NEOSHO and DUFFY (DE27).

Depart PEARL 10 November, West Longitude date.

Proceed in company via Point CEDAR to Point ASH.

Speed of advance to Point ASH 14 knots.

Fuel from LACKAWANNA and NEOSHO.

Battleships and their escorts will rendezvous with Interceptor and Northern Carrier Groups at 1900 (Zone ZERO), 15 November at Point ASH.

Fuel battleships and their escorts from oilers in vicinity of Point ASH.

Upon completion of fueling, direct oilers proceed in accordance with orders of Commander Service Force, U.S. Pacific Fleet.

Interceptor and Northern Carrier Groups operate in accordance with the orders of Commander Task Force 50.

6. Commander Battleships, Pacific Fleet will direct the following movement:

(a) Interceptor Carrier Group (units present in NANDI)

Northern Carrier Group (units present in NANDI)

Depart NANDI 10 November, West Longitude date.

Proceed in company via Points DATE, WALNUT, REDWOOD, TEAK to Point ASH.

Speed of advance 15 knots.

Arrive Point ASH 1900 (Zone ZERO), 15 November and rendezvous with other units of Interceptor and Northern Carrier Groups.

Join respective Task Groups, and report to Task Group Commanders.

OPERATION PLAN

No. Cen 1-43 (ANNEX G - Movement Plan)

7. Commander Southern Carrier Group will direct the following movement:

(a) Southern Carrier Group (units present in NEW HEBRIDES area).

Depart NEW HEBRIDES area 12 November, West Longitude date.

Proceed via Point THON to Point SOAK.

Arrive Point SOAK at 0100 (Zone ZERO), 15 November.

Rendezvous at Point SOAK with CruDiv 5, ERBEN, HALE, NESHANIC.

Fuel Task Group from NESHANIC, after which direct NESHANIC proceed in accordance with orders of Commander Service Force.

Depart Point SOAK 15 November, West Longitude date.

Proceed west of GILBERT and ELLICE ISLANDS to vicinity of Point GOLD.

Arrive vicinity of Point GOLD 1600 (Zone ZERO), 17 November.

Thereafter operate as directed by Commander Task Force 50.

8. Commander Cruiser Division 5 will direct the following movement:

(a) Southern Carrier Group (units present in PEARL).

Depart PEARL 7 November, West Longitude date.

Proceed via Points "E" and TIN to Point SOAK.

Arrive Point SOAK 0100 (Zone ZERO), 15 November.

Rendezvous with other units of Southern Carrier Group and NESHANIC at Point SOAK and report to Commander Southern Carrier Group.

NESHANIC will arrive Point SOAK at 0100 (Zone ZERO) 15 November and operate in a rectangular area whose southern boundary extends 50 miles east of Point SOAK and whose western boundary extends 20 miles north of Point SOAK.

9. Commander Relief Carrier Group will direct the following movement:

Depart ESPIRITU SANTO and proceed to vicinity of NAURU in time to strike NAURU as directed in Commander Central Pacific Force Operation Plan No. Cen 2-43.

OPERATION PLAN

No. Cen 1-43 (ANNEX G - Movement Plan)

Release NASHVILLE to proceed ESPIRITU SANTO or as otherwise directed by Commander South Pacific Force.

Remainder of Task Force proceed Point STICKY and rendezvous with TALLULAH.

TALLULAH will arrive Point STICKY at 1800 (Zone ZERO) 19 November and operate in a rectangular area whose southern boundary extends 50 miles east of Point STICKY, and whose western boundary extends 20 miles north of Point STICKY.

Fuel Task Group from TALLULAH.

On completion fueling direct TALLULAH proceed in accordance with orders of Commander Service Force, U.S. Pacific Fleet.

Task Group 50.4 proceed through Point F, to intercept Task Groups 54.8 and 54.9 between Points A and B on route APRICOT during daylight on 21 November, West Longitude date.

Escort and provide air cover for these Task Groups until sunset on 22 November, West Longitude date. Upon completion of this task, Task Group 50.4 becomes a Task Group of Task Force 50, and will operate thereafter as a Task Group of Carrier Force.

10. Task Organizations of Defense Forces and Shore Based Air will be moved to initial positions by Commander Aircraft, Pacific Fleet, Commander 7th Air Force, and Commander 4th Marine Air Defense Wing, in time to meet the operational requirements prescribed by the Commander Defense Forces and Shore Based Air.

OPERATION PLAN

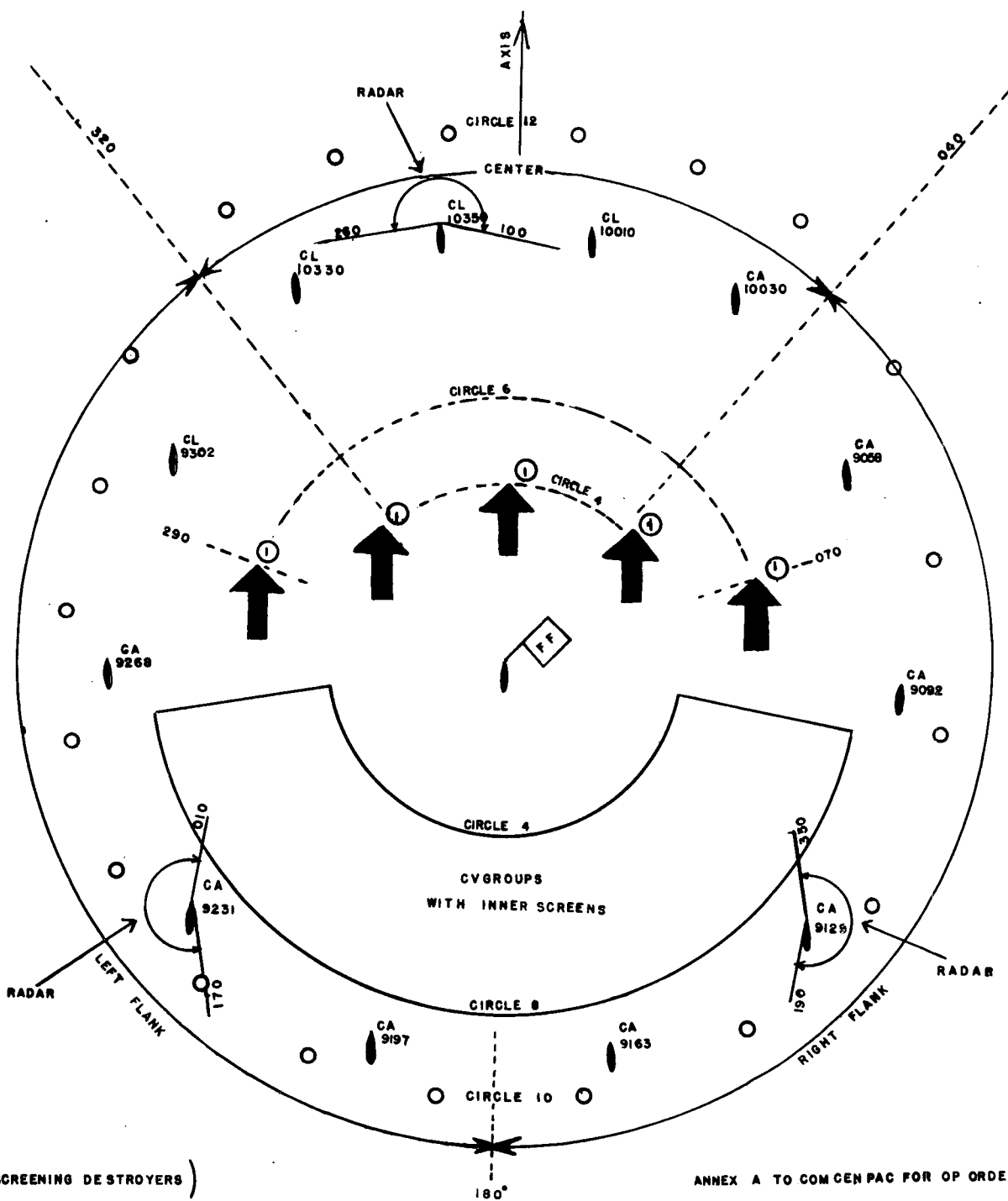
No. Cen 1-43 (Annex G - Movement Plan)

APPENDIX I

SPECIAL DISPOSITIONS

CRUISING DISPOSITION 7 - L

- (a) Cruising Disposition 7-L is a combination low visibility and anti-submarine cruising disposition.
- (b) --.
- (c) Carrier groups passing outside the screen for operations will be accompanied by their assigned screens.
- (d) The Fleet Guide is normally in the Fleet Flagship at the Fleet Center. If the Fleet Flagship leaves that station, the guide is the leading battleship of the right center division in station 4025 if four battleship divisions are present, or in the center division in station 4000 if five divisions are present.
- (e) Rotation will be about the Fleet Center.
- (f) Task Group Commanders station individual ships. If a different number of ships than shown are present, Task Group Commanders equalize spacing.
- (g) Searches and patrols will be established on orders of the Officer in Tactical Command.
- (h) If deployment is ordered the battleship division which will be the van division will turn to the deployment course and other battleship divisions will form column on it. Cruisers and destroyers proceed to deployment stations by the most expeditious route. Unless otherwise ordered, Carrier Group take station about 10 miles on the disengaged side, forward of the beam of the battle line.
- (i) Communications in accordance with USF 70(A) and Annex A to ComGenPac Operation Plan No. Cen 1-43.
- (j) All sound equipped ships stand continuous listening watch. Use supersonic gear in accordance with current doctrine. Initial radar guard ships are shown on diagram.



(① B/L SCREENING DESTROYERS)

ANNEX A TO COMCEN PAC FOR OP ORDER NO. 3 43

CRUISING DISPOSITION

7 L

CIRCLE SPACING 1000 YARDS

OPERATION PLAN

No. Cen 1-43 (Annex G - Movement Plan; Appendix I - Special Disposition).

CRUISING DISPOSITION 3-R

1. If Cruising Disposition 3-R is ordered, Fleet Flagship take station at Fleet Center. If the Fleet Flagship leaves that station, the Guide will be in the Right Center Battleship Division in station 4025 if four battleship divisions are present, or in the Center Division in station 4000 if five divisions are present. Otherwise the instructions for this disposition are as given on page III -7 of PAC-10.

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OPERATION PLANNo. Cen 1-43 (Annex G - Movement Plan; Appendix I - Special Disposition).
-----CRUISING DISPOSITION 7 - V

- (a) Cruising Disposition 7-V is a high visibility disposition.
- (b) It is suitable for defense against aircraft.
- (c) Station assignments are indicated in the diagram.
- (d) The Fleet Guide is normally in the Fleet Flagship at the Fleet Center. If the Fleet Flagship leaves this station, the guide will be in the Right Center Battleship Division Flagship in station 6025 if four battleship divisions are present, or in the center division in station 6000 if five divisions are present.
- (e) Any rotation of the Fleet Axis will be about the Fleet Center.
- (f) Task Group Commanders will station individual ships. Destroyers and AA cruisers are stationed singly on Circle 12. If Carrier Groups leave the disposition they will be accompanied by their assigned destroyers and cruisers. Other destroyers remaining on Circle 12 will equalize spacing to close gaps in the screen.
- (g) Searches and patrols will be established on orders from the Officer in Tactical Command.
- (h) Deployment will not normally be effected from this disposition. However, if an enemy surface attack should develop, emergency deployment will be accomplished by the battleship division which will be the van division turning to the deployment course, other battleship divisions forming column on it and cruisers and destroyers proceeding to their deployment stations by the most expeditious routes at the highest speed available.
- (i) Communications in accordance with USF-70(A) and Annex A to ComCenPac Operation Plan No. Cen 1-43.
- (j) Initial radar sectors are shown on the accompanying diagram. Succeeding radar guard ships will be ordered by signal. All sound equipped ships stand a continuous listening watch.

20315

RADAR PICKET
ASSIGNED BY COMDES "C"

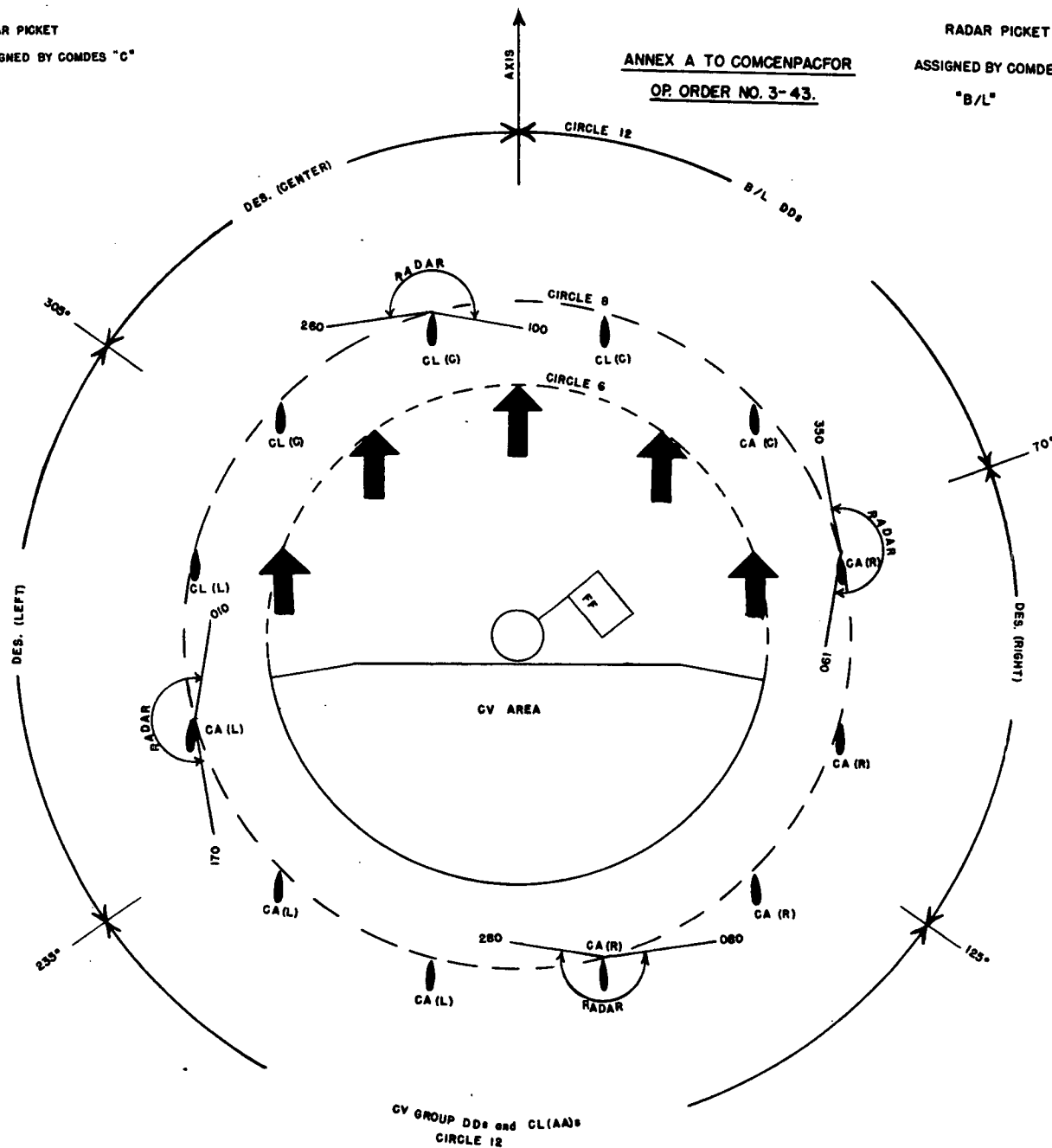
RADAR PICKET

ASSIGNED BY COMDES

"B/L"

20045

ANNEX A TO COMCENPACFOR
OP. ORDER NO. 3-43.



20225

RADAR PICKET
ASSIGNED BY COMDES "L"

CRUISING DISPOSITION 7 V

RADAR PICKET

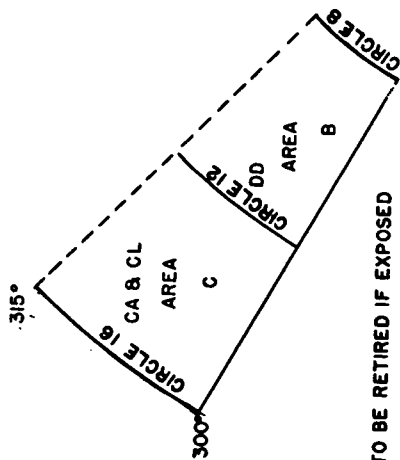
ASSIGNED BY COMDES "R"

20135

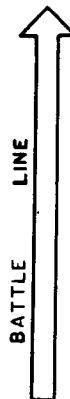
DIRECTION OF
ENEMY BATTLE LINE

FLEET
AXIS

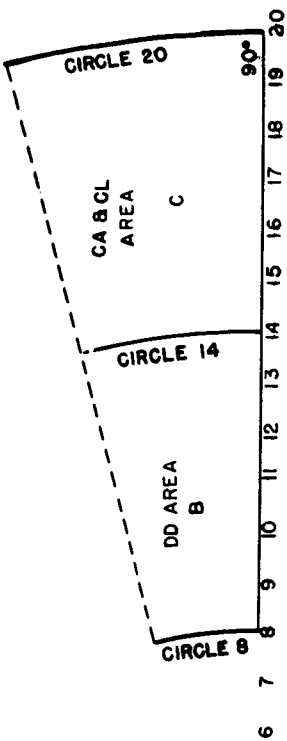
BATTLE DISPOSITION



TO BE RETIRED IF EXPOSED
TO ENEMY BATTLE LINE FIRE.

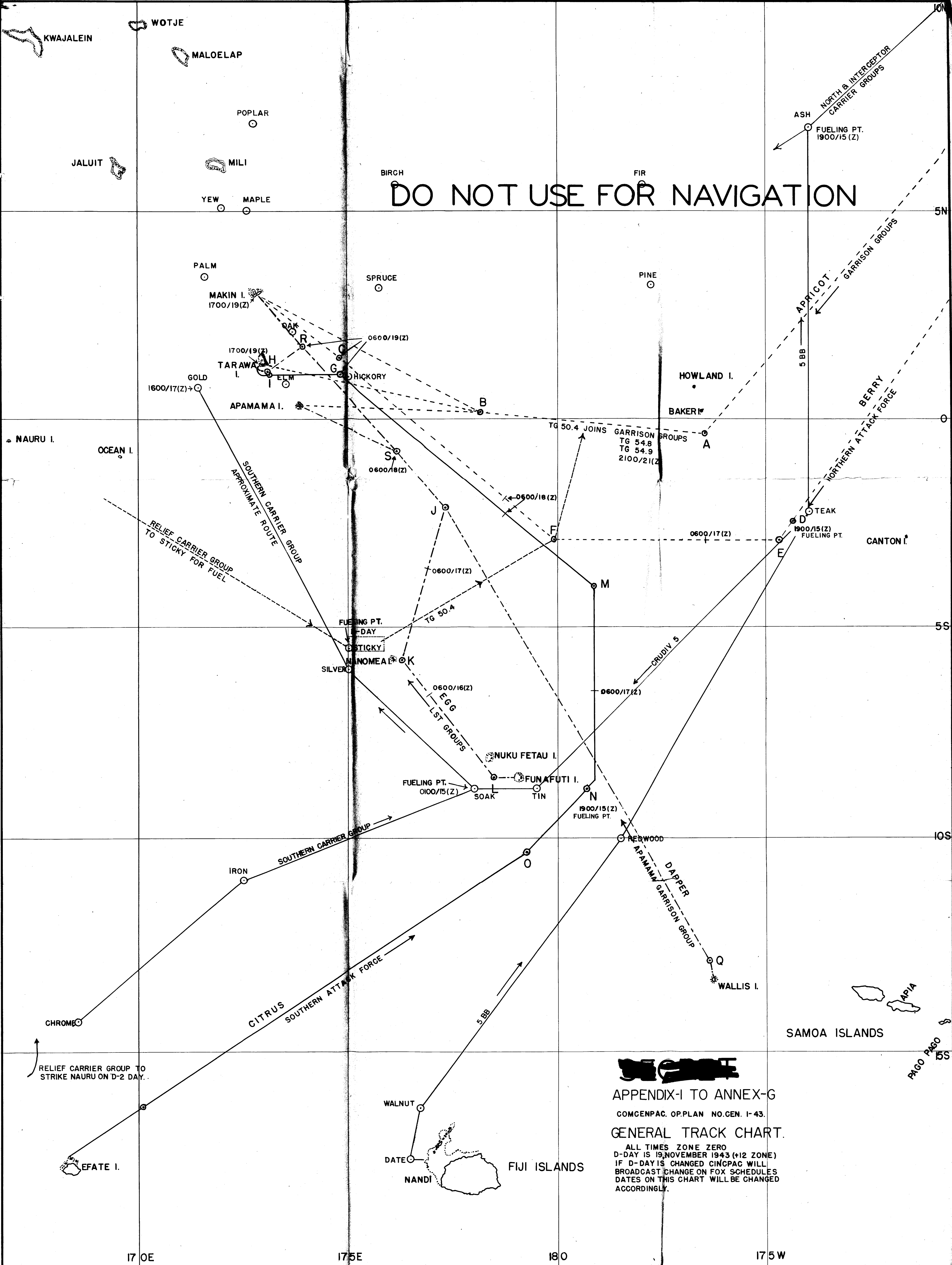


18 16 14 12 10 8 6



CIRCLE SPACING 1000 YARDS
DISTRIBUTION OF LIGHT FORCES WILL BE
SIGNALLED IN ACCORDANCE WITH THE
TABLE, ART 1316, G.I.

DO NOT USE FOR NAVIGATION



APPENDIX-I TO ANNEX-G
 COMCENPAC. OP.PLAN NO.GEN. I-43.
GENERAL TRACK CHART.
 ALL TIMES ZONE ZERO
 D-DAY IS 19 NOVEMBER 1943 (+12 ZONE)
 IF D-DAY IS CHANGED CINCPAC WILL
 BROADCAST CHANGE ON FOX SCHEDULES
 DATES ON THIS CHART WILL BE CHANGED
 ACCORDINGLY.

[illegible]

COMCENPAC OP. PLAN GEN. 1-43
TRACK CHART FOR PERIOD 1200/19 (Z) TO 1200/20 (Z)

ALL TIMES AND DATES ZONE ZERO
D-DAY IS 19 NOVEMBER, 1943 (+12 ZONE)
IF D-DAY IS CHANGED CINCPAC WILL
BROADCAST CHANGE ON FOX SCHEDULES
AND DATES ON THIS CHART WILL BE
CHANGED ACCORDINGLY.

WALLIS I. **LEGEND:**
DAYLIGHT
DARK

SAMOA IS.

CURACOA RF.
(PD)

[illegible]

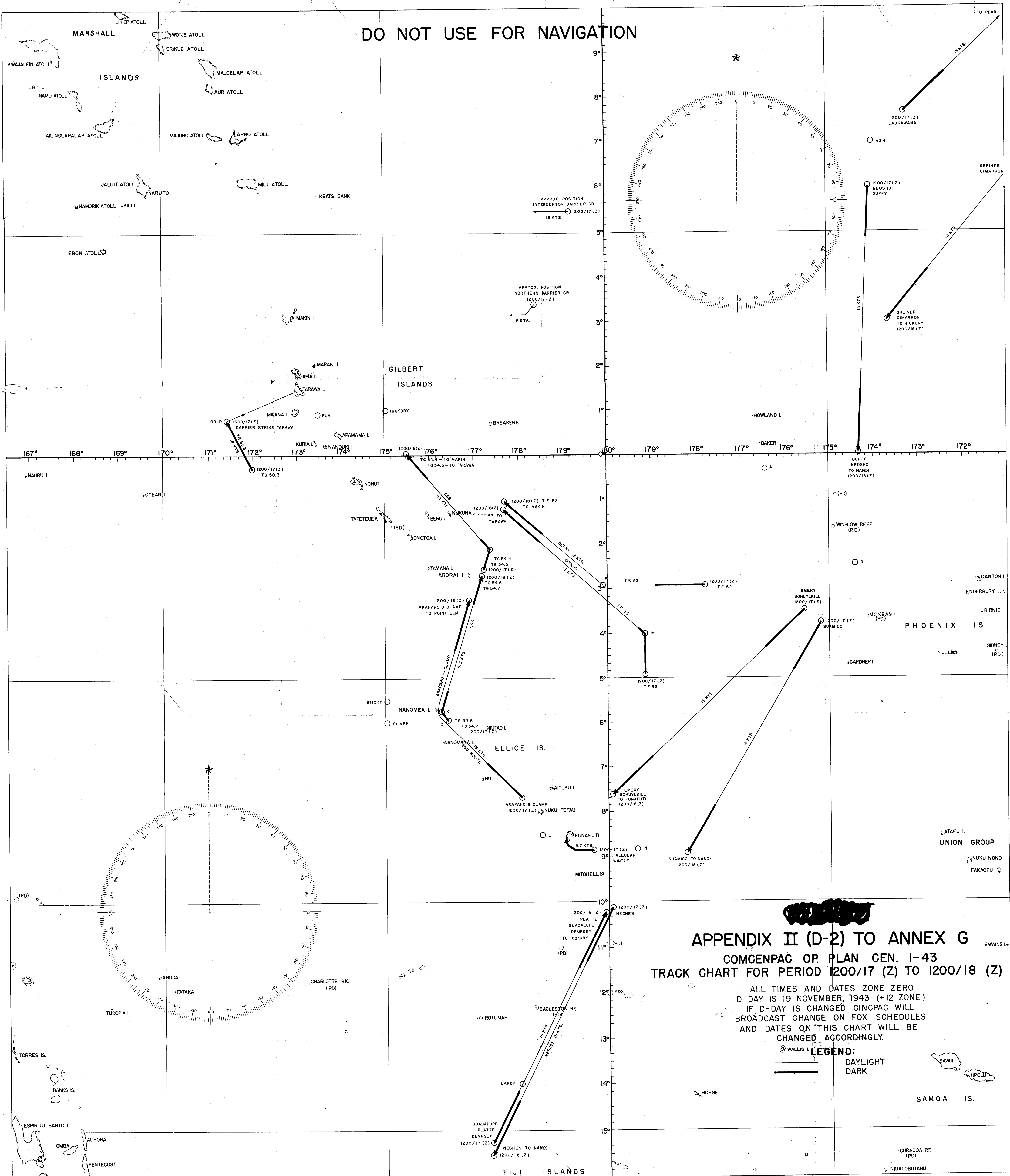
ALL TIMES AND DATES ZONE ZERO
D-DAY IS 19 NOVEMBER, 1943 (+12 ZONE)
IF D-DAY IS CHANGED GINCPAC WILL
BROADCAST CHANGE ON FOX SCHEDULES
AND DATES ON THIS CHART WILL BE
CHANGED ACCORDINGLY.

DAYLIGHT
DARK

-CURACOA RF.
(PD)

NIUATOBUTABU

DO NOT USE FOR NAVIGATION



APPENDIX II (D-2) TO ANNEX G
COMCENPAC OP. PLAN CEN. I-43
TRACK CHART FOR PERIOD 1200/17 (Z) TO 1200/18 (Z)

ALL TIMES AND DATES ZONE ZERO
D-DAY IS 19 NOVEMBER, 1943 (+12 ZONE)
IF D-DAY IS CHANGED CINCPAC WILL
BROADCAST CHANGE ON FOX SCHEDULES
AND DATES ON THIS CHART WILL BE
CHANGED ACCORDINGLY.

LEGEND:
DAYLIGHT
DARK

Serial: 00110

~~SECRET~~
OPERATION PLAN

No. Cen 1-43

26 October 1943.

159

ANNEX H
LOGISTIC PLAN

D DAY IS PRESCRIBED IN COMCENPAC OPERATION PLAN NO. CEN 1-43, AND IS THE LOCAL DAY COMMENCING AT 0000 (ZONE PLUS 12), AND ENDING AT 2400 (ZONE PLUS 12). IT IS A WEST LONGITUDE DATE. IF IT BECOMES NECESSARY TO POSTPONE D DAY BECAUSE OF A FORECAST WHICH PREDICTS WEATHER CONDITIONS THAT WOULD MAKE THE LANDING OF TROOPS AND EQUIPMENT IMPOSSIBLE ON THE PRESCRIBED DATE, THE COMMANDER IN CHIEF, U.S. PACIFIC FLEET WILL BROADCAST THE CHANGE IN D DAY ON THE FOX SCHEDULES. THIS CHANGE IN D DAY WILL BE EXPRESSED IN THE NUMBER OF DAYS D DAY IS DELAYED, AND THE CALENDAR DAY, WEST LONGITUDE DATE WILL BE GIVEN

1. Logistic support for GALVANIC will be furnished in accordance with Annexes A and B to CinCPac & POA Operation Plan No. 13-43.
2. Major Task Force Commanders will issue a logistic plan for their forces in accordance with Annexes A and B of CinCPac & POA Operation Plan No. 13-43 and this plan.
3. Service Squadron FOUR, Service Force, U.S. Pacific Fleet will be established 1 November 1943. The Mobile Supply Base, FUNAFUTI will be established on that date as a unit of the Service Force.
4. Commander Air Force, U.S. Pacific Fleet will have established by 15 November under the supervision of Commander Aircraft, Central Pacific Force, an advanced Mobile Aviation Supply Annex at FUNAFUTI. Additional supplies for Marine aircraft are available in SAMOA and WALLIS.
5. Units of the Mobile Supply Base, FUNAFUTI will arrive on approximately the following schedule and will be prepared to render service upon arrival:

1 AD	22 November
1 AR	22 November
1 AH	20 November
1 AO (SEPULGA 9 knots)	18 November
1 YO	18 November
1 YO	27 November
1 AKS	23 November
2 YOG	15 November

~~SECRET~~OPERATION PLANNo. Cen 1-43 (ANNEX H - Logistic Plan)

6. Salvage Ships. APAPAHU, fleet tug, and CIAMP, salvage vessel, (Task Unit (16.10.8) will be in the vicinity of Point ELM on 19 November, West Longitude date. TAWASA, fleet tug, will be available at a later date.

7. Fleet oilers for fueling Task Forces and Task Groups enroute to objective area are listed in Appendix I of this Annex. The location of fleet oilers available to all units subsequent to D day is also indicated in Appendix I of this Annex.

8. Large ships will fuel and provision small ships, as required.

9. Battle damage repair facilities are available in FUNAFUTI. Ships requiring battle damage repairs before proceeding to a navy yard will proceed under their own power or be towed to FUNAFUTI for these repairs. Ships capable of proceeding to PEARL will be routed well to the eastward of the GILBERTS, and thence to PEARL. In emergencies, damaged ships may be directed to proceed to ESPIRITU SANTO for battle damage repairs.

Appendix I: Fleet Oiler Schedule.

DISTRIBUTION:

Distribution list attached
to basic plan, ComCenPac
Operation Plan No. Cen 1-43

C. F. Barber
C. F. BARBER,
Flag Secretary

OPERATION PLAN

No. Cen 1-43 (Annex H - Logistic Plan)

APPENDIX IFLEET OILER SCHEDULE(1) PRIOR TO D DAY. (Enroute to Objectives).

(a) Task Force 52 fuel from SUAMICO and SCHUYLKILL. These oilers will proceed from PEARL with Task Force 52 and fuel ships as directed by Task Force Commander. Task Force Commander will release these oilers on 16 November, West Longitude date.

(b) Task Force 53 fuel from NECHES and TALLULAH. These oilers will proceed from NEW HEBRIDES area with Task Force 53 and fuel ships as directed by Task Force Commander. Task Force Commander will release these ships on 16 November, West Longitude date.

(c) Task Group 50.1 and 50.2 fuel from LACKAWANNA and NEOSHO. These oilers will proceed from PEARL with Task Groups 50.1 and 50.2 and fuel ships as directed by Commander Task Force 50.1. Task Force Commander will release these ships about 16 November, West Longitude date.

(d) Task Group 50.4 fuel from TALLULAH. TALLULAH will arrive Point STICKY 1800 (Zone ZERO) 19 November.

(e) Task Group 50.3 fuel from NESHANIC. NESHANIC will arrive Point SOAK 0100 (Zone ZERO) 15 November.

(2) SUBSEQUENT TO D DAY

(a) When vessels of Task Forces or Task Groups require fuel, the Task Force or Group Commander concerned shall inform the Commander Central Pacific Force of his requirements, provided radio silence is not in effect. It is advisable that this be done at least 24 hours in advance, in order to permit Commander Central Pacific Force to set up an orderly schedule and avoid unnecessary absence of ships from their stations and undue congestion and delay in the oiler area.

(b) If radio silence is in effect, Task Force or Group Commanders shall send their ships requiring fuel to the fueling area, to arrive during daylight if practicable. The Commander of the fleet oiler Task Unit there present will arrange the details of fueling, giving due consideration to prior arrangements or to requests received from senior officers in the fueling area.

(c) Requests to fuel vessels shall give full consideration to the current and probable future operations of the vessels concerned. After the assault phase is completed, it is desired that no vessel be allowed to get so low in fuel that she would be unable to carry out ComCenPac Operation Plan No. Cen 3-43.

~~S E C R E T~~OPERATION PLAN

No. Cen 1-43 (Annex H - Logistic Plan; Appendix I - Fleet Oiler Schedule)

(d) Task Units of three fleet oilers will arrive at initial points at 1900 (Zone ZERO) on the days designated. The Oiler Unit will operate in a rectangular area whose southern boundary extends 50 miles East from the initial point and whose boundary extends 20 miles North from the initial point.

(e) The Fleet Oiler Task Unit Commander will assign oilers to ships requiring fuel and the Task Unit will be maintained within visual signal distance. He will direct individual oilers as emptied to proceed to scheduled reloading point. In order to expedite release of empty oilers he will arrange transfer of remnant cargoes.

(f) Fleet oilers in a fueling area which have on board in excess of 30,000 barrels of fuel oil at the end of the third day in the area, and are unable to transfer remnant cargo will proceed to the initial point assigned the succeeding group and join that group.

(g) Fleet oilers will be prepared to fuel all types. Advance information as to the units to be fueled and type of fuel required may not be available in view of radio silence and operating conditions.

(h) Commanding Officers of fleet oilers will take advantage of every opportunity for sending reports of oil on board and expenditures via any ship which is returning to an area from which this information may be transmitted to the Commander Service Force and the Commander Central Pacific Force, information addresses Commander Service Squadron FOUR and Port Director NANDI. RADIO SILENCE WILL NOT BE BROKEN FOR THIS PURPOSE UNLESS SPECIFICALLY DIRECTED BY COMMANDER CENTRAL PACIFIC FORCE.

(i) Maximum safe practicable speed will be maintained by fleet oilers returning from fueling areas to reloading points. If steaming in groups maintain maximum safe speed of slowest.

(j) Composition of Fleet Oiler Task Units with initial points and time of arrival these initial points are:

<u>UNIT</u>	<u>INITIAL POINT</u>	<u>ARRIVAL INITIAL POINT</u>
<u>Task Unit 16.10.1</u>		
CIMARRON, GUADALUPE, PLATTE	Point HICKORY	D plus 1 day
Same	Point KOA	D plus 2 day
Same	Point BUSH	D plus 3 day
<u>Task Unit 16.10.2</u>		
SABINE, TAPPAHANNOCK, PECOS	Point G	D plus 4 day
Same	Point BEECH	D plus 5 day
Same	Point HICKORY	D plus 6 day

S E C R E TOPERATION PLAN

No. Gen 1-43 (Annex H - Logistic Plan; Appendix I - Fleet Oiler Schedule)

<u>UNIT</u>	<u>INITIAL POINT</u>	<u>ARRIVAL INITIAL POINT</u>
<u>Task Unit 16.10.3</u>		
NEOSHO, NECHES, NESHANIC	Point BUSH	D plus 7 day
Same	Point OAK	D plus 8 day
Same	Point WILLOW	D plus 9 day
<u>Task Unit 16.10.4</u>		
SUAMICO, SCHUYLKILL, TALLULAH	Point KOA	D plus 10 day
Same	Point G	D plus 11 day
Same	Point BEECH	D plus 12 day
<u>Task Unit 16.10.5</u>		
LACKAWANNA, MILICOMA, KASKASKIA	Point HICKORY	D plus 13 day
Same	Point OAK	D plus 14 day
Same	Point C	D plus 15 day
<u>Task Unit 16.10.6</u>		
NEOSHO, NECHES, NESHANIC	Point BUSH	D plus 16 day
Same	Point WILLOW	D plus 17 day
Same	Point G	D plus 18 day
<u>Task Unit 16.10.7</u>		
CIMARRON, GUADALUPE, PLATTE	Point BEECH	D plus 19 day
Same	Point KOA	D plus 20 day
Same	Point HICKORY	D plus 21 day

(3) The schedule in paragraph 7 above is intended to provide for fuel deliveries at a constant rate over a period of three weeks. It represents the maximum fuel that can be supplied and may be below requirements during the first part of the period and excessive during the last part. The Commander Service Force will be requested to delay the sailing of Oiler Task Units, or to divert them to quiet areas, to FUNAFUTI or MANDI if full deliveries at the fueling areas are not required.

~~CONFIDENTIAL~~

ANNEX ITEM

to

Commander Central Pacific Force Operation Plan No. 1Cen-43

Fighter director officers and combat air patrols in units of the Central Pacific Force shall be governed by the instructions set forth in this doctrine.

~~CONFIDENTIAL~~

FIGHTER DIRECTION DOCTRINE

Contents

10. Object
11. Positioning of Forces.
12. Fighter Direction Control.
13. Fighter Direction Relief.
14. Duties and Responsibilities of the Force Fighter Director.
15. Duties of the Ship Fighter Director.
16. Duties of the Combat Air Patrol.
17. Tactical Uses of Fighter Patrols.
18. Fighter Direction Communications.
19. Training in Fighter Direction.

Appendices

- I. Fighter Direction From Shore Bases.
- II. Fighter Direction in Low Visibility.
(Night Fighter Direction)
- III. Visual Fighter Direction.
- IV. Standard Instructions for Fighter Pilots.
- V. CIC on Fighter Director Ships.
- VI. Aircraft Plotting.
- VII. Special Instructions for this operation.
- VIII. Inter-Fighter Director Code.

FIGHTER DIRECTION DOCTRINE

10. OBJECT

101. The object of fighter direction is to provide the best defense against air attack by the most efficient use of own defensive fighters.

102. Attainment of this objective is dependent primarily upon three factors:

- (a) The availability to a commander of an adequate number of fighters and of adequate physical facilities for fighter direction.
- (b) The advantageous positioning of the fighter aircraft and of the fighter direction facilities.
- (c) Thorough indoctrination and training of flying and non-flying personnel concerned with fighter direction.

103. The factors will be used in:

- (a) The investigation of unidentified aircraft contacts;
- (b) The destruction of enemy scouts prior to their sighting and reporting our forces, bearing in mind positioning of own VF for surprise attack so as to prevent the enemy from even reporting that he is under attack by a particular type of plane;
- (c) The issuing of early warning to own forces of impending air attacks.
- (d) The direction of own fighters to an advantageous point of interception with enemy aircraft in sufficient time to permit own fighters to destroy the enemy before the latter reaches an attack position;
- (e) The passing of fighter information by Force FDO to own surface forces on the type, location, and status of the attack and the means being taken to combat the attack;
- (f) The returning of own aircraft safely to base, bearing in mind endurance and navigation difficulties after an engagement.

11. POSITIONING OF FORCES

111. The correct placement of airborne forces (fighters) is discussed in detail elsewhere in this publication. Placement of facilities on shore and, to a considerable degree, the placement of defensive fighters for guarding shore installations, will be controlled by the topography of the location to be defended and by the physical locations of shore establishments which, themselves, are functions of topography and logistics. Arrival at a sound decision regarding the placement of seaborne units should be a comparatively simple matter. If fighter direction is successful, no enemy attacking aircraft will ever be allowed to get within anti-aircraft gun range of our forces, nor will any enemy shadower be allowed to observe completely and report those forces. Considering that the availability of early warning radar and its placement, including the placement of radar pickets, provides sufficient early warning of enemy aircraft to allow our fighters to intercept, the problem resolves itself to the simple one of placement of our carriers so as to afford the maximum degree of fighter defense of the entire forces.

~~SECRET~~

112. For purposes of defense of the task force against an air attack, the tactical principle of Mutual Support is the basis of successful Fleet fighter direction. Historically, disregard of this basic principle has invariably resulted in great disadvantage and often in severe losses to the offending commander by air attack. The fighter direction system is designed to defend an area, rather than individual ships, and deny the enemy entrance into the air space over that area. If the combined combat air patrol of six aircraft carriers is sufficient to destroy the strongest air attack force the enemy can send against us, or deny entrance to a fifteen mile circle, no ships remaining inside the defended circle will be attacked. The addition of more ships into the circle does not make the job of defense more difficult; conversely, if the six aircraft carriers are separated by a distance too great for mutual support one or more, possibly all, of these carriers and other accompanying vessels can be damaged or sunk by the same enemy air attack force (see sketch #1)

12. FIGHTER DIRECTION CONTROL

121. Fighter direction is a function of the officer in Tactical Command who will normally delegate this function to the Force Fighter Director.
122. In delegating this authority the OTC must definitely delimit the forces and areas, including sea and land areas, for the defense of which the Force Fighter Director is made responsible.
123. The policy is to make available to each Task Force a Naval Aviator fully qualified as Fighter Director Officer to be Force Fighter Director. When such a qualified officer is not available, independent of ship organizations, a ship's Fighter Director will serve as Force Fighter Director in addition to his duties on his own ship.

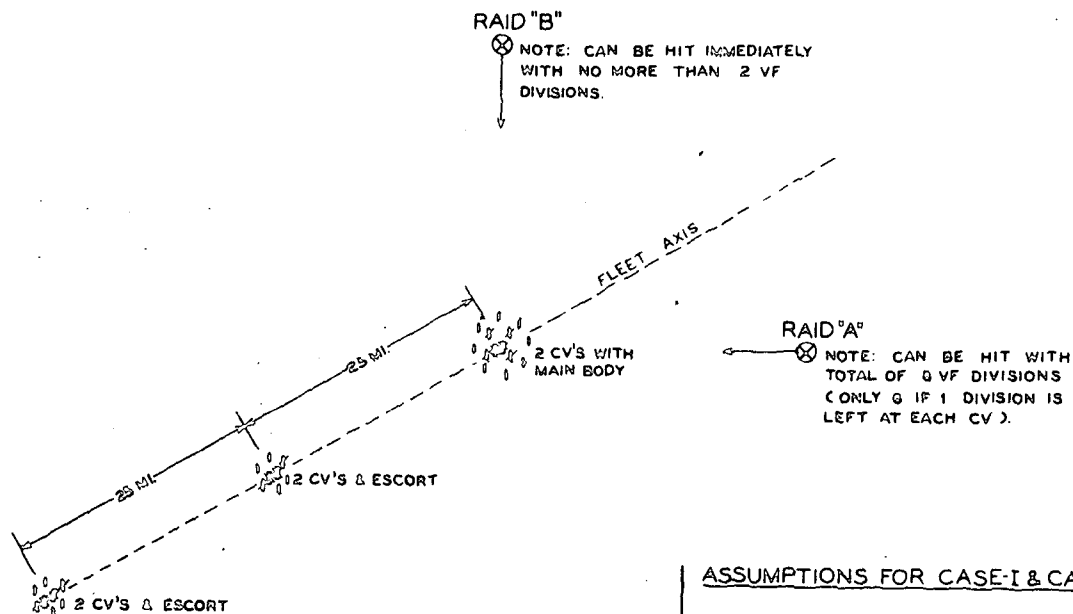
13. FIGHTER DIRECTION RELIEF

131. The order of force fighter direction relief in any organization is as laid down in Air Search Radar Doctrine.
132. Fighter Direction reliefs will be prepared to take over at all times, and will automatically take over if normal Force Fighter Direction ceases to function.
133. Any relief may be directed to assume Force Fighter Direction for training purposes.

14. DUTIES AND RESPONSIBILITIES OF THE FORCE FIGHTER DIRECTOR

141. Subject to decisions of the OTC with regard to the strength of the Combat Air Patrol to be maintained, the Force Fighter Director must have complete control of the defensive fighters at all times. This includes times and numbers of fighters launched and recovered and their employment while airborne. No policy will in any way restrict

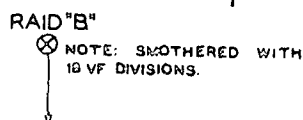
CASE-I



ASSUMPTIONS FOR CASE-I & CASE-II

- 1- EACH CV HAS 38VF
- 2- 20VF FROM EACH CV ARE AWAY ESCORTING OWN AIR ATTACK GROUP
- 3- RAID "A" TURNS OUT TO BE A DIVERSION, RAID "B" BEING MAIN RAID
- 4- 24 VF REQUIRED TO DESTROY RAID "A"
- 5- RAID "B" DETECTED JUST AS VF MAKES CONTACT WITH RAID "A"

CASE-II



ADVANTAGES OF CASE II

TRIPLING THE NUMBER OF CV'S IN COMPANY RESULTED IN 8 TIMES THE NUMBER OF VF BEING AVAILABLE TO HIT RAID "B"



~~CONFIDENTIAL~~

the authority of the Force Fighter Director to order the use of fighters at any time he deems it necessary.

142. The Force Fighter Director, utilizing the facilities of the ship in which he is embarked, will:
- (a) Maintain air search radar control of the force to insure maximum effective coverage at all times;
 - (b) maintain the airborne defensive fighters at maximum effective strength consistent with the tactical requirements;
 - (c) be responsible for the allocation of fighters to fighter direction officers in the force for the interception of the enemy;
 - (d) maintain a continuous plot of all information affecting aerial defense of the force;
 - (e) assign letter designations to each raid and assign a ship or Intercept Officer to intercept each raid (numbers are reserved for surface contacts);
 - (f) order the launching of additional combat air patrols as necessary;
 - (g) evaluate plots, originate appropriate "alerts" of impending air attack, and keep the OTC and the force informed of the general tactical situation in the air;
 - (h) immediately inform the OTC of downed fighter pilots who may be alive (to assist OTC in effecting rescue);
 - (i) be cognizant at all times during action of the condition of the flight deck of all carriers present;
 - (j) maintain a high standard of efficiency by exercising fighter pilots and fighter direction personnel in the force in intercept problems. (See paragraph 19).

15. DUTIES OF THE SHIP FIGHTER DIRECTOR

151. The Ship's Fighter Director will:
- (a) Carry out all orders of the Force Fighter Director relative to fighter direction and the use of air search radar as provided in Air Search Radar Doctrine;
 - (b) be responsible for interception of raids allocated to his ship with fighters assigned to him by the Force Fighter Director;
 - (c) inform the Force Fighter Director of the status of fuel and ammunition in planes assigned to him in ample time to provide for their reservicing;
 - (d) be responsible for the homing of fighters assigned to him;
 - (e) notify the Force Fighter Director of downed fighters where possibility exists of effecting a rescue;
 - (f) maintain a high standard of efficiency in his ship by exercising fighter pilots and fighter direction personnel attached thereto in intercept problems.

16. DUTIES OF THE COMBAT AIR PATROL

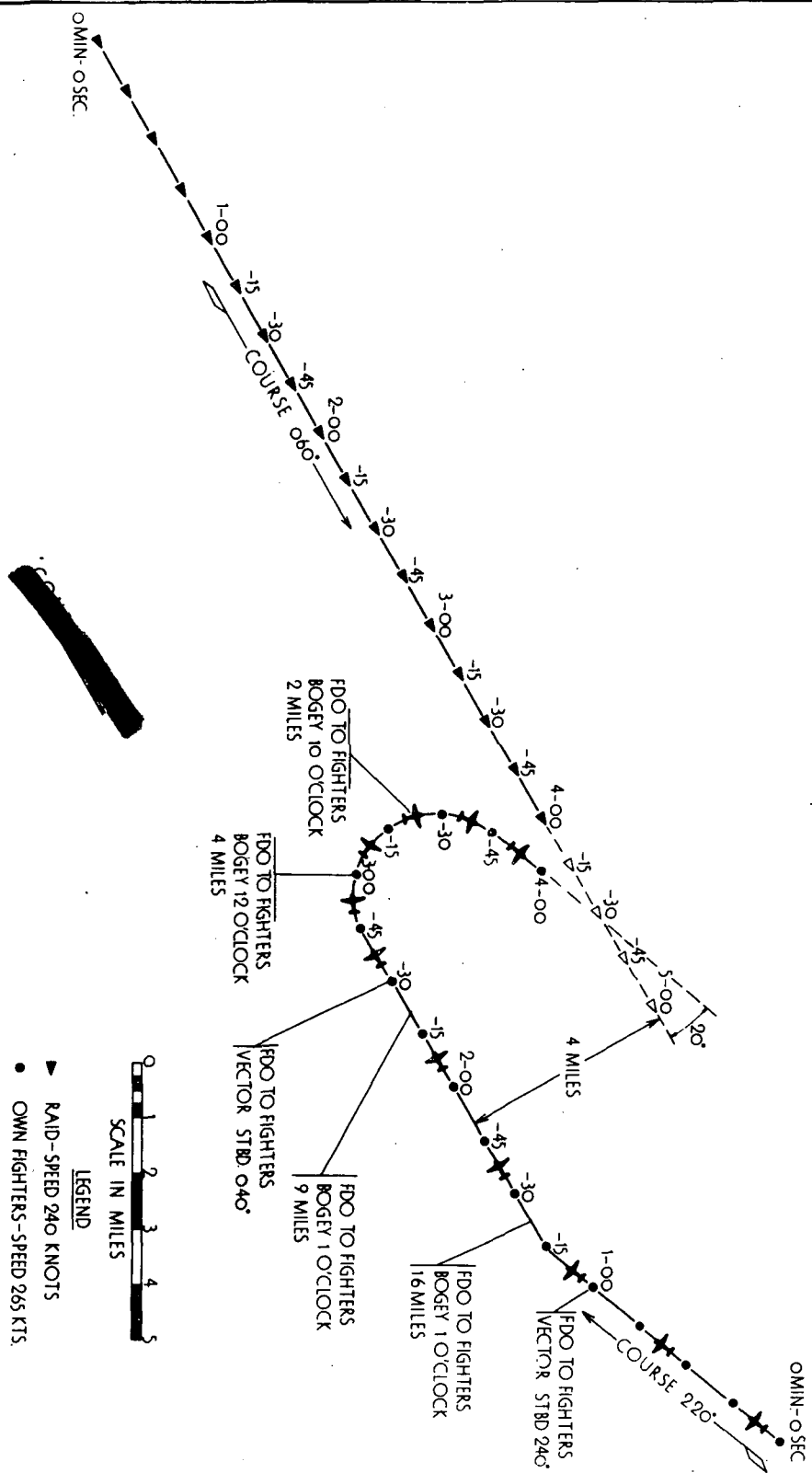
161. Fighter pilots will be thoroughly familiar with the standard phraseology of the Allied Fighter Vocabulary as set forth in CCBF 0123.

162. Flight Leaders will be governed by orders from the Fighter Director to whom they are currently assigned.
163. When given an estimated enemy height the Flight Leader will stack his planes following the general pattern of the formations in Appendix D, in such a way as to insure visual contact at the earliest moment and to provide a high cover if deemed necessary. In addition, he may spread his divisions in the form of a modified scouting line if the visibility is poor.
164. If there are heavy clouds at the point of contact the fighters should remain outside the clouds and inform the Fighter Director that they are effecting their orbit at that position.
165. When proceeding in a stacked formation it is most important that low groups will keep directly beneath the planes they are guiding upon.
166. When the enemy is sighted, the pilot who sees him first will immediately report "TALLYHO" followed by his own call sign and give the position of the enemy relative to his plane, the number and type sighted, and the exact height.
167. If there is any choice of targets, the Combat Air Patrol will attack torpedo planes, dive bombers, and horizontal bombers in that order.
168. Flight Leaders will inform the FDO of any information which is observed and of probable interest to the FDO.
169. If the enemy turns away, interceptors will not "tail chase" unless sure that the enemy can be caught and in any case the chase will be initiated by no pilot other than the Flight Leader and must not be carried too far for existing tactical situation.

17. TACTICAL USES OF FIGHTER PATROLS

171. The following basic principles will govern the tactical use of Combat Air Patrols in making interceptions;
 - (a) Fighter coverage must be provided for the carrier force or bases at all times when there is likelihood of air attack.
 - (b) The following conditions of readiness are established for defensive fighters:
 - (1) CONDITION ONE. About 75% of the defensive fighters airborne, remainder at alert on deck. (When a large raid appears on the screen, all fighters will be scrambled.)
 - (2) CONDITION TWO. Approximately 40% of the defensive fighters airborne, remainder at standby on deck.
 - (3) CONDITION THREE. Approximately 10% of the defensive fighters airborne, one half of remainder at standby on deck.
 - (c) No attack should be permitted to come in entirely unopposed.
 - (d) Fighters will be kept between raid and base.
 - (e) A sufficient number of fighters must be vectored out to insure the thwarting of a determined attack.
 - (f) When directed to an interception, the fighters will be given best estimate of enemy height.

GOOD VISIBILITY INTERCEPTION



However, for sighting purposes, formations as shown in Appendix "D" will put small units of fighters at lower altitudes than the enemy and others at high cover. It is desirable to place the weight of our intercepting fighters 2,000 to 3,000 feet above the height of the enemy main flight.

- (g) Interception of enemy aircraft will be effected at maximum distance from the base consistent with:
 - (1) Good communications.
 - (2) Optimum attack position.
 - (3) Due regard to the possibility of attack from other quadrants and the number of remaining fighters to thwart such later attacks as may develop.
 - (4) Conservation of fuel.
- (h) In the positioning of fighters the bearing and elevation of the sun will be considered. (When the sun is more than 5° above the horizon, fighters are more advantageously placed for gaining early visual contact and effecting surprise when they are placed between the sun and the raid. When the sun is less than 5° above the horizon, fighters are most advantageously placed when the raid is between them and the sun.) When intercepting a raid, the principle of keeping fighters between the raid and the base is much more important than the "Sun rule". With shadowers, however, the use of the sun or large cloud cover from which to surprise the shadowers is more important than keeping fighters between the base and the shadowers.
- (i) Attacks will normally be intercepted by fighters vectored into the enemy as shown in sketch #2. (Sketch to be printed on this page.) For low visibility interception see sketch in Appendix "B".
- (j) If orbit must be used, fighters will be headed for base when DH position of raid comes within 3 miles of the fighter's orbit, in order to prevent enemy attacks from getting between defending fighters and the base.
- (k) The number of separate flights of defending fighters used in the defense of an area must be kept small in order to simplify air command, fighter direction, and the radar picture. (More fighters available generally means more planes per flight, not more flights.)

18. FIGHTER DIRECTION COMMUNICATIONS

- 181. Efficient communications quickly relays the orders of the Fighter Director out to the intercepting fighters. Good communications requires that all messages be concise and in the correct fighter vocabulary. Strict radio discipline must be maintained to insure that the necessary orders will not be delayed or garbled by relatively unimportant or verbose messages. Unnecessary transmissions will be eliminated and within flights hand signals will be used for routine matters.
- 182. All fighter and fighter direction personnel must know the Standard Allied Fighter Director Vocabulary CCBP 0123. All Fighter Direction personnel must be thoroughly conversant with the instructions laid down in USF 70A.

183. Call-signs for Fighter Direction Ships and fighters will be in accordance with current instructions in USF 70A (Basic Communications Plan);
- (a) To call individual pilots in any division, the numbers 1,2,3, and 4 will be added to the division leader's standard call-sign. **EXAMPLE:** Division Leader "BLUE-FOUR" when called individually is addressed as "BLUE-FOUR-ONE".
- The wingman of the second section in SCARLET ELEVEN division when called individually is addressed as "SCARLET-ELEVEN-FOUR".
184. To order "BLUE-FOUR, BLUE-FIVE, AND BLUE-SIX" it is necessary to include the full call each time thus: "BLUE-FOUR, BLUE-FIVE, BLUE-SIX, vector 240".
185. In order to reduce the number of divisions called and the required acknowledgments, divisions may be ordered to join one division by the following command: "RED-TWO, RED-THREE, and RED-FOUR, join RED-ONE." This then becomes a flight and is addressed as "RED-ONE". After joining up, "RED-ONE" only is required to acknowledge communications addressed to the flight. The flight is broken up by the FDO by ordering one or more divisions away. Those not ordered away remain in the flight.
186. Flight Leaders must acknowledge all transmissions promptly. Orders from the Fighter Director must be acknowledged and repeated back; information messages will merely be receipted for.
187. Upon receipt of an initial vector, the Flight Leader will inform the Fighter Director of his group's altitude, approximate magnetic bearing and distance from the base.
188. Upon sighting the enemy, the "TALLYHO" report must be transmitted in full at earliest possible moment:
- (a) Sighting - "TALLYHO"
- (b) Own Call-sign - "This is BLACK TWO-THREE"
- (c) Relative bearing of enemy in clock code - "Two o'clock down, four miles". (For information of other fighters in the flight).
- (d) Type and number - "18 Hawks, 9 rats"
- (e) Altitude of enemy - "Angels 15"

19. TRAINING IN FIGHTER DIRECTION

191. Training of personnel in fighter direction is carried on through numerous stages. Aside from the ~~extensive~~ training the pilots get in their primary duties of flying and fighting their planes, they are indoctrinated in fighter direction procedure and are controlled in interceptions before they leave Operational Training. Likewise Intercept Officers, Radar Operators, and Plotters are trained separately before being assigned to a new ship or station. In addition, the senior pilots and the senior fighter directors will generally have had combat experience. However, a great deal of training is still necessary to reach the high peak of cooperation and understanding between air and surface personnel that is necessary for successful fighter direction. After assignment to a ship and before

joining the ship, CIC teams are trained as such. As soon as the team gains proficiency in its operations, it is, if possible, trained with its own fighter squadron. After moving aboard ship fighter direction exercises must be held at regular intervals.

192. Although great stress has been laid on the standardizing of procedure and vocabulary so that any fighters may work with any fighter directors, much is gained by having both flying and non-flying personnel know each other thoroughly from constant practice. For ship-based fighters, whenever possible, these practices should be conducted at sea; practices conducted in port are not substitutes, but should be carried out whenever possible.
193. During practice of interceptions, the fighter pilots not flying should observe the various happenings in CIC and should assist even to the point of conducting interceptions. Many useful points may be gained by both the pilots and the CIC personnel.
194. In all exercises with aircraft, those representing the enemy should, before closing for attack, withdraw outside the visibility and radar detection range for height. Exercises at sea should include all forms of attack, in low altitude, torpedo, and shadowing.
195. Proficiency in fighter direction can best be gained by two carriers attacking each other simultaneously from a distance of 75 to 100 miles.
196. When air interceptions are impracticable, the synthetic board problems should be run with the VF pilots taking part.

APPENDIX "I"

FIGHTER DIRECTION FROM SHORE BASES

1. In the direction of fighters from shore bases, certain important factors arise that are different from ship fighter direction. As the advanced bases are really unsinkable carriers, it is permissible to engage the enemy within closer range of the base if this will result in a higher percentage of losses to the enemy without undue exposure to destruction of vessels in Harbor or vital shore installations.
 - (a) The shore based fighter director has the additional problem of defending not only the area in his immediate vicinity but he must often protect distant targets also.
 - (b) In controlling the fighters, the shore based fighter director will often find it most convenient to direct planes to geographical points, or whenever possible, fighters should be given a geographical point midway between two points to orbit over. This is found more convenient than stationing a patrol at a given distance and direction from a point, as it is easier for the fighters to keep station. Code letters or names for the land marks are found to be very advisable.
 - (c) In the early stages of advanced base operations, it may be advisable to use the "orbit and wait" method of interception in good visibility.
 - (d) Radar reports are less reliable and are often entirely lacking over certain land areas. On the other hand, observer position reports (Coast Watchers) give the Fighter Director much valuable information to include in the picture of the air situation.
 - (e) It is found most necessary to dead-reckon fighters over land areas to make up for the deficiencies in radar reports.
 - (f) When vectoring planes near land, the height of the terrain must be considered to insure safe clearance of all obstacles.

APPENDIX II

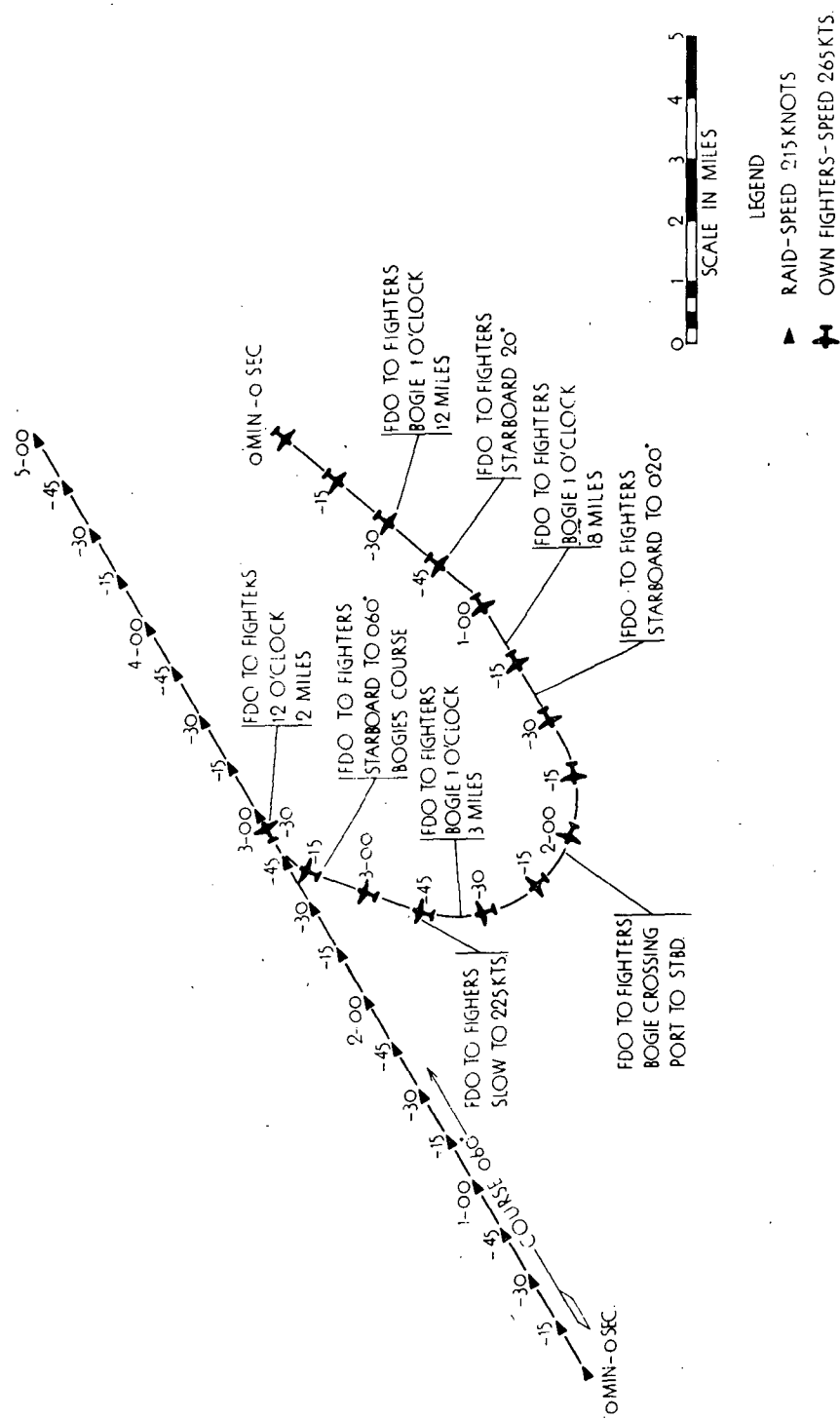
FIGHTER DIRECTION IN LOW VISIBILITY (NIGHT FIGHTER DIRECTION)

1. Low visibility fighter direction is that phase of fighter direction used when visibility, because of darkness or weather, is so poor that fighters must be controlled individually into action. Under such circumstances, only one fighter per intercept officer and per frequency may be directed to an interception at any one time. The remaining fighters are kept over the base or otherwise clear of the action but ready to be called into the fight one by one. It is the policy to equip low visibility fighters with some form of aircraft intercept equipment.
2. Briefly, the difference between low and good visibility fighter direction are:
 - (a) In low visibility it is desirable to have only one fighter at the point of contact at any time; --- in good visibility a maximum number of fighters at the point of contact simultaneously.
 - (b) In low visibility the fighter should be positioned approximately 2 miles astern of the target so that the target may be detected on the AI; --- in good visibility the fighters should be brought in forward of the bear of the target to be in an advantageous attack position.
 - (c) In low visibility the fighter is brought in 3 to 500 feet below the target so that as he closes he will not pick up speed and overrun; --- in good visibility the mass of the fighters should be several thousand feet above the target.
 - (d) In low visibility the shadowers, path finders, or flare planes are the most important targets; --- in good visibility the shadowers are of minor importance when a raid is being intercepted.
3. In the control of night fighters a much more abbreviated communication procedure is permissible and necessary. As only one fighter is being controlled at a time on any one frequency the calls may be uniformly disregarded except when it is desired to call a new plane into the fight. Further, the number of changes in course, and in speed, and the necessity for immediate changes is greater in low visibility than in good visibility.
4. It is particularly important in low visibility work that fighters follow their vectors and speeds exactly.
5. A high percentage of low visibility fighter direction practice should be conducted during good visibility not only to prevent training accidents but also to show the pilot exactly where he is at all times with relation to the target in order that he may gain confidence in his controller. Much practice should be conducted at both minimum and maximum altitudes.
6. Sketch shows the plan of the low visibility interception up to the point of putting the fighter in position to get his AI contact. He must be placed in the position with only 10-20 knots excess speed over the target so that the fighter will have time to pick up the target on his AI set before over-running. (Insert sketch)

LOW VISIBILITY INTERCEPTION WITH AI EQUIPPED FIGHTERS

NOTE:

WITHOUT AI BRING FIGHTERS IN
1/2 MILE ASTERN INSTEAD OF
2 MILES AS SHOWN. THE 2 MILES IS
TO GIVE THE AI SET GREATER SPACE
IN WHICH TO PICK UP TARGET



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APPENDIX II (Cont.)

7. SEARCHLIGHT COOPERATION

Very satisfactory results are obtainable using fighters in connection with searchlights in the following manner.

- (a) A low power searchlight is rotated slowly at an 85° angle and is either colored or blinks a code letter. The fighters on patrol or scrambling for an alert are stationed at different altitudes circling the searchlight. Fighters are kept informed of the most up-to-date information available on the raid and they are always placed above the raid altitude. When the raid is picked up in the searchlight beam, one of the fighters is ordered to intercept and the others are kept orbiting the searchlight.
- (b) In addition to the usual fighter requirements, the fighters for this work must have excellent forward visibility.
- (c) Low visibility interception without AI or searchlights is best made as shown in the sketch and then gently weaving the fighter back and forth and up and down a short distance behind the target. They should thus pass close enough to the target to get a visual contact. Use should be made of the moon, cloud banks, etc., for the exact position in which to place fighters.

APPENDIX "III"

VISUAL FIGHTER DIRECTION

1. A Visual Intercept Officer will be located in a position in the ship's superstructure giving him as good all-around visibility as is possible where he will carry out the following functions:
 - (a) coordinate lookout reports and pass them to CIC;
 - (b) keep a plot of raids as reported over the filter circuit from CIC;
 - (c) keep a plot of all fighter and anti-submarine patrols in visual range;
 - (d) be prepared to act as Intercept Officer to direct visual Interceptions on planes when so directed by the fighter director.
2. At this exposed fighter direction station, in addition to the officer, will be one plotter connected to the lookout circuit who will plot on a standard intercept table which has a gyro compass in the center. He will plot all reports from the lookouts. In addition, a second plotter will be on a direct line to the CIC Main Display Talker's circuit and will plot reports that are passed from the main display plot.
3. When low flying attacks get within visibility range, the visual FDO will best be able to control the anti-torpedo patrol in interception. Such interception should be made, not be the use of vectors and speeds as is normally the case but flights will simply be told of the location of torpedo planes they are to intercept in magnetic bearings and distances from the ship and will be ordered to get them.

APPENDIX IV

STANDARD INSTRUCTIONS FOR FIGHTER PILOTS

1. Fighters must use team work; must know their fundamental gunnery approaches; must be deadly accurate with their marksmanship against all types of planes; must maintain radio discipline; must be thoroughly familiar with the Fighter Direction Vocabulary; and must obey instantaneously and intelligently all orders from the Fighter Director or Flight Leader.
 2. Pilots will be directed by the Allied Fighter Vocabulary which simplifies the pilot's problem in that courses are always given magnetic, heights to fly are always given as angels in thousands of feet, speeds are given by the four code words as follows:
 - (a) "Gate" -Full Speed (The maximum power that the engine will produce for a period not exceeding 5 minutes.)
 - (b) "Buster" -Normal or Sustained Full Speed.
 - (c) "Liner" -Economical cruising speed (70% rated power.)
 - (d) "Saunter" -Most economical slow speed.
 3. When given a change in vector, standard rate turns (360° in 2 minutes) will always be used unless the order "Vector HARD" is used instead of "Vector". "HARD" indicated that change of course will be at the maximum rate.
 4. Rate of climb is 1,000 feet a minute unless given climb at "gate" at which time the fighters will use their maximum rate of climb to the altitude given, if, while climbing, fighters are vectored out they will continue to climb at the standard rates while proceeding on their vector.
 5. The Combat Air Patrol may be assigned any of the following stations:
 - (a) The Patrol Station, normally over the carrier or base, orbiting in a circle not exceeding 5 miles in diameter and at an altitude of 10,000 to 12,000 feet.
 - (b) The Intercept Station, normally over the carrier or base, orbiting a circle not exceeding 10 miles in diameter and at an altitude above 20,000 feet.
 - (c) The Anti-Torpedo Station, normally outside of anti-aircraft range in the direction of expected attack at an altitude of 6,000 to 8,000 feet, orbiting in a 5 mile circle.
- Heights of the above patrols may be changed by the Fighter Director if weather conditions make that so necessary.
6. When on patrol above a solid overcast, the Combat Air Patrol must be careful not to lose sight of the carrier for sometimes, due to clouds and winds, it is surprisingly easy to become lost. If, however, it becomes tactically necessary to keep part of the Combat Air Patrol above a solid overcast, this may be done with the assistance of YE or YG or by orders from the Fighter Director.
 7. Unless otherwise ordered, planes on patrol, intercept, or anti-torpedo stations will fly in a single formation to insure a clear picture for both the lookouts and radar.

APPENDIX IV (Cont'd)

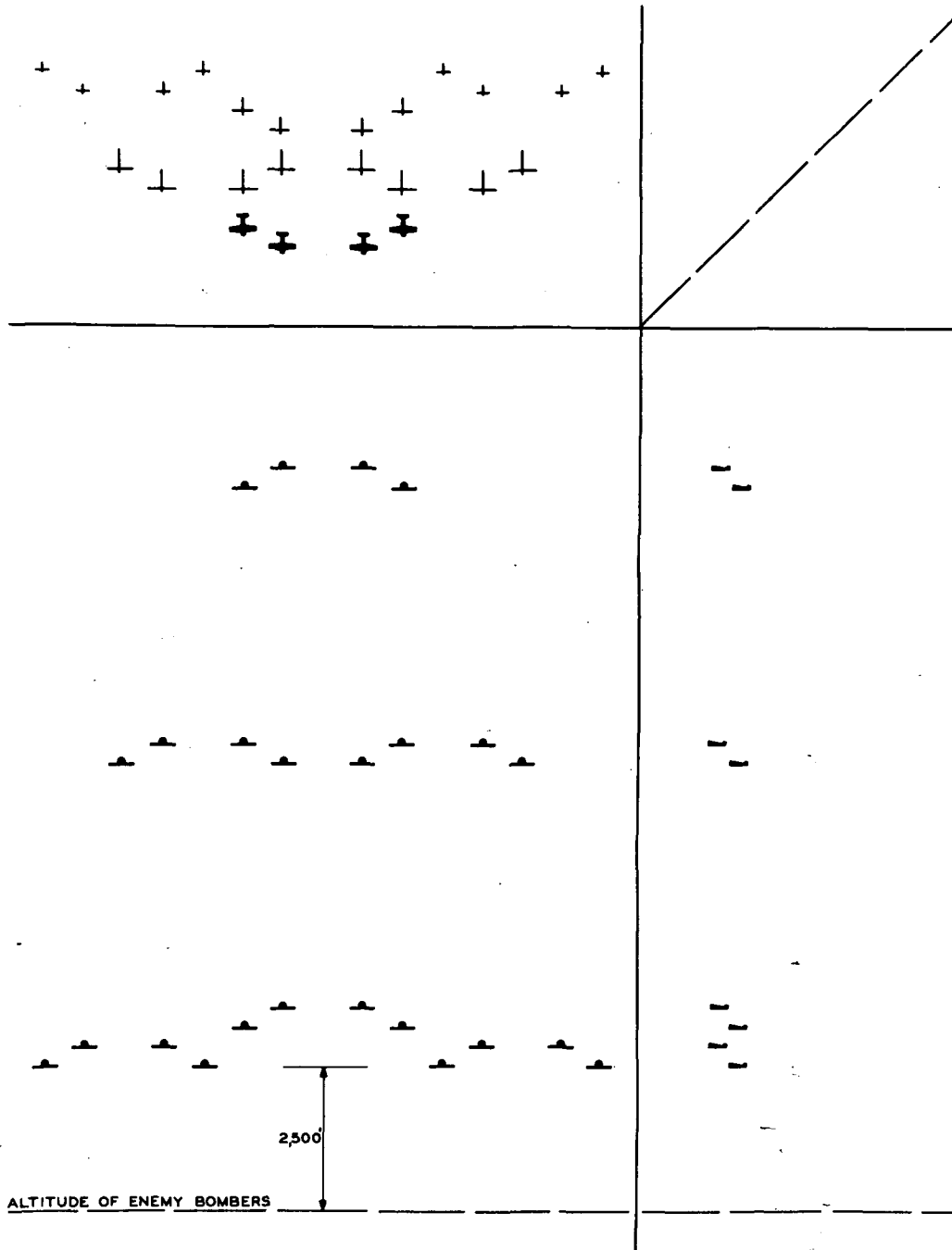
8. When on stations or otherwise orbiting, planes will ordinarily slow to their most economical speed.
9. It is most important at all times, whether or not the enemy is thought to be nearby, to keep a sharp lookout for enemy air or surface craft, and to report same promptly.
10. When fighters are on an orbit and given an initial intercepting vector, they may be ordered to "vector base" by the Fighter Director in which case the fighters will pass directly over the base on the correct course and report when over base. As this may be costly in time, it will often be better instead of using "vector base" to have the Fighters report when they are on their correct heading and give in addition their magnetic bearing and distance from the ship. This will then save them from having to turn and fly over the ship. When turning to an initial vector from the ship, the standard rate turns will not be used. The flight will get on to its initial vector as quickly as possible. In all other cases, however, it is necessary when changing vector to use the standard rate turns as described above unless the order "HARD" follows vector.
11. When the fighters are vectored to an interception, they will stay closed up until near the interception point to avoid confusing the radar. They will be stacked, however, at two or more altitudes by the Flight Leader following the general pattern shown in accompanying sketch. (Formation X-Ray etc.)

Sketches - - - - -

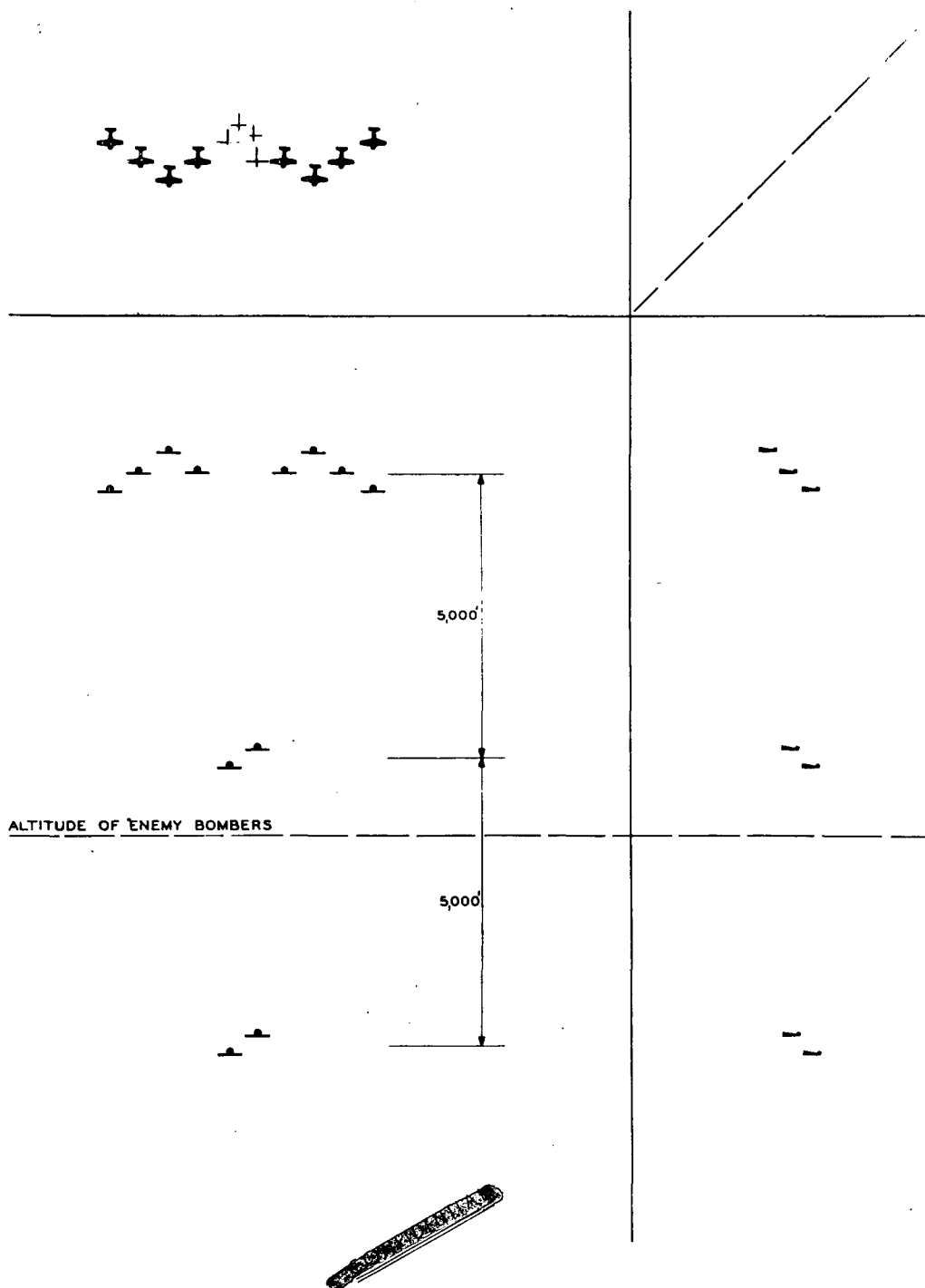
The Formation and height ordered by the Flight Leader must be acknowledged by the Fighter Director. The order for such a formation by the Flight Leader is: "This is BLUE ONE, Formation X-Ray, Angels 27 --- Blue Base acknowledge." The height that the fighters will fly will be up to the Flight Leader and the main force will usually be placed 2,000 to 3,000 feet above the estimated enemy height as given to the Flight Leader by the Fighter Director. Some fighter sections will be placed at levels below the estimated enemy height as spotters in order to insure visual contact at the maximum distance. The low spotters, incidentally, may find themselves ideally positioned to make a "head-on attack" on the leader of the enemy formation. Some of the fighter strength may be placed a considerable distance above our main fighter body as high cover. The Flight Leader will always fly at the highest level where he is in a position to decide whether to join the melee or stay above as high cover. The planes at the highest level will also be the guide upon which the remaining planes will keep vertical station. The formation will not be stacked until 25 miles from the raid, to prevent large dispersion due to wind differences, etc., when clouds are between fighter levels.

12. When the sky is hazy or overcast, the Flight Leader may spread out his divisions in a modified scouting line, but each division must maintain sight contact with the adjacent division. The distance apart will depend upon the visibility but should not be so great that mutual support is endangered.

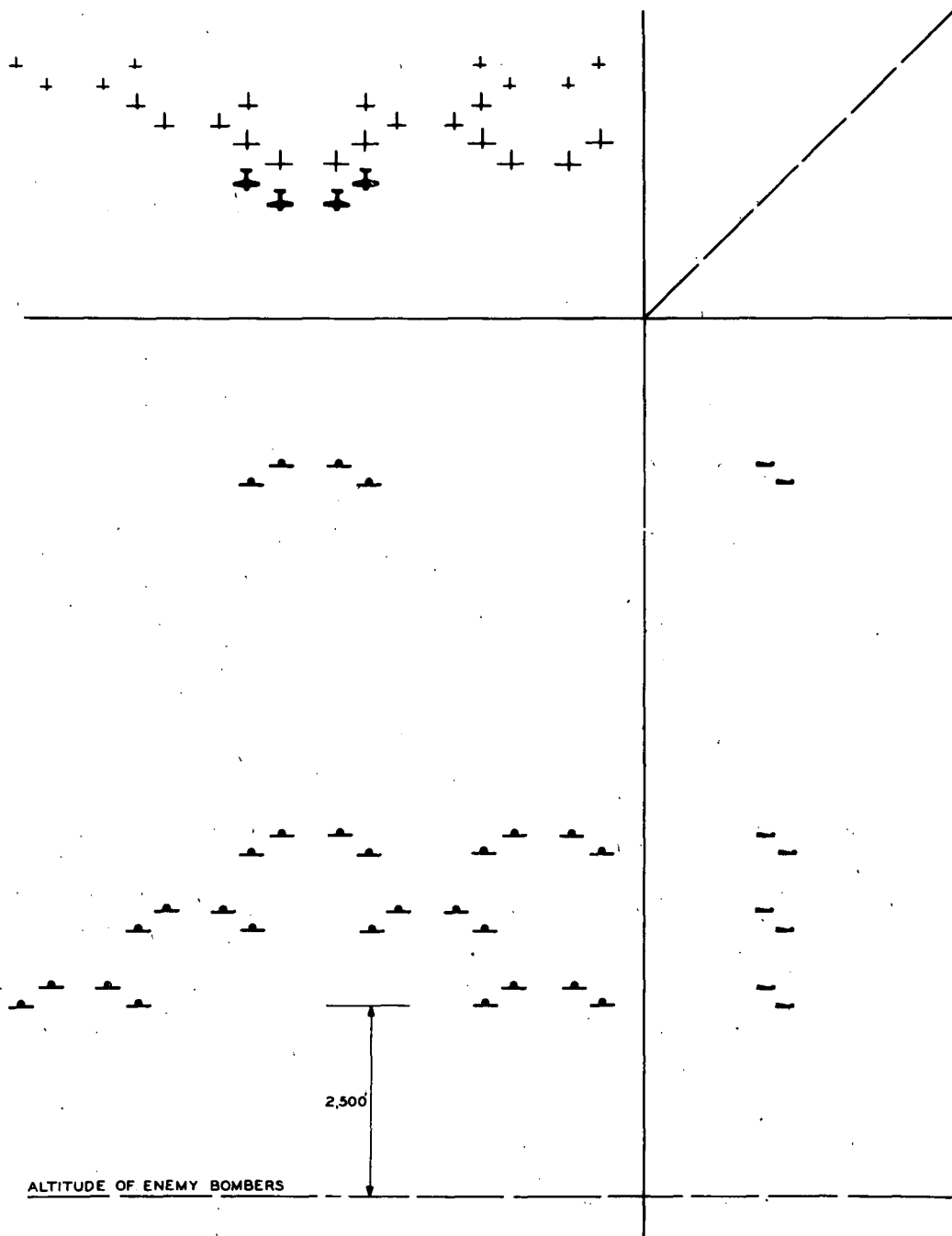
FORMATION XRAY



FORMATION YOKE

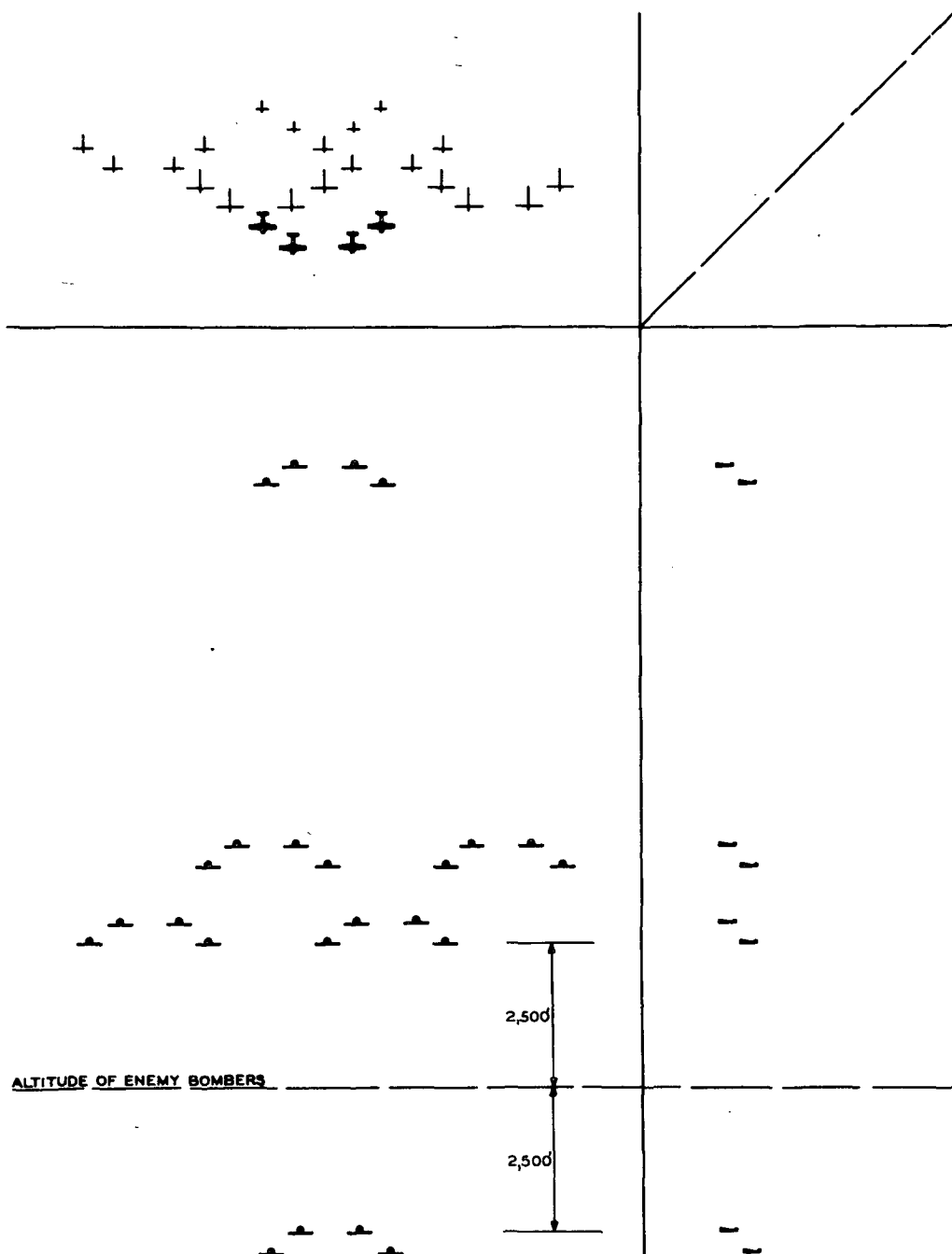


FORMATION VICTOR



FORMATION - WILLIAM

NOTE: FOR HAZY WEATHER,
MAIN FIGHTER STRENGTH MAY
BE SPREAD ON SCOUTING LINE.



APPENDIX IV (Cont'd)

13. Sometimes the Combat Air Patrol, after having been vectored out to intercept an enemy at high altitudes, may spot attacking enemy planes sneaking in low over the water to avoid radar detection. In this case, the Flight Leader, realizing the danger of these planes making an unopposed attack, immediately detaches a portion of his fighters and reports the contact and action taken to the Fighter Director.
14. When there are sufficient fighters, some of them may be designated to attack the enemy escort; however, the main objectives are the torpedo planes, dive bombers, and horizontal bombers, in that order.
15. During the course of the interception, Flight Leaders will be informed by the FDO at very frequent intervals of the position, number, height, course (magnetic), and speed (IAS) of the enemy planes, and also if the enemy appears to be stacked in altitude, spread in range, or otherwise in groups. The FDO will use the relative clock code to inform the fighters of the enemy position relative to them. In order to present a clear picture to the radar so that the Fighter Director can give the clock code bearing of the enemy the divisions must stay as closely joined up as is tactically possible, and those at different heights must guide closely on the planes above. Otherwise large errors will result in reporting the relative position of the enemy since it is impossible to know which of the flights has wandered from the vertical stack.
16. When the enemy is sighted, the pilot who sees him first reports immediately:
 - (a) "TALLYHO"
 - (b) "This is RED ELEVEN-FOUR (Fighter's own call)."
 - (c) Three O'clock down (Position of enemy relative to fighter).
 - (d) 6 miles (Quick guess as to range).
 - (e) 18 (Number of planes).
 - (f) "Hawks" (Type of planes).
 - (g) Angels 17.5 (Estimated height of the enemy flight).This will be repeated until acknowledged by the Fighter Director and the Flight Leader. If the Flight Leader does not immediately acknowledge, any adjacent plane sighting the enemy will fly alongside the Flight Leader and point to the enemy.
17. Even while the fighters are turning, attempt will be made to give continuous clock code bearings on the enemy, thus assisting the fighters in knowing in what direction to look. Fighters should realize that the clock direction is merely the Fighter Director's best estimate of the enemy bearing. The entire sky must be continuously scanned with emphasis in the general direction given by the clock code.
18. If there are heavy clouds at the point of contact, the fighters should remain outside of the clouds and inform the Fighter Director that they are effecting their orbit at that position.

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APPENDIX IV (Cont'd)

19. An attack in its final stage may mean that the fighters must violate the general plans of combat concentration. Examples: Torpedo planes split for individual attack and dive bombers strung out in their final approach. In these cases each fighter will pick an enemy plane and cut him down. (When enemy formations split, our fighters must divide to keep them all under attack and inform the FDO of their action.) When the attack is dispersed, the fighters will rendezvous in accordance with the following instructions and await further orders. In effecting the rendezvous, YE or YG will be used if possible to avoid unnecessary communications on the fighter frequency.
20. Flight Leaders will inform the FDO of any formation which is observed and is of probable interest to the Fighter Director. Examples of this are the splitting of a raid, the emergence of the force from cloud or fog cover, changes in weather conditions (especially clouds).
21. After the enemy turns away, interceptors will not "Tail Chase" unless sure that the enemy can be caught and, in any case, the chase will be initiated by no pilot other than the Flight Leader and must not be carried too far for the tactical situation.
22. JOIN-UP PROCEDURE
 - (a) If the planes are separated in a meloe:
 - (1) Head for ship or base, climbing to 15,000 feet or a thousand feet below mattress if solid overcast.
 - (2) Join Up. Join anybody. Keep in one large formation. Division Leaders reform divisions when and if situation allows. If at all possible, avoid use of radio. There are plenty of other more important messages that must pass over the air, for during the join-up there may be planes down and reports will have to reach the FDO on them in order to effect rescue as early as possible. Further, there may be other interceptions by progress. If the radio is used extensively in the joining up of the divisions, some downed pilot will not get back to the ship because the frequencies will be too jammed with join-up instructions to allow the emergency report to be passed.
 - (3) Conserve fuel.
 - (b) Division Leaders keep track of gas and ammunition on hand of the planes in company by visual signals.
 - (1) After a flight, in a lull on the circuits, or when requested, division leaders report position, altitude, minimum gas and minimum guns in their division.

23. FORCED LANDING PROCEDURE FOR FIGHTERS

- (a) If the fighter frequency is not overloaded, fighters will report the nature of their difficulties to the Fighter Director

APPENDIX IV (Cont'd)

- and then switch to the emergency frequency (this frequency is also used for direction of the anti-torpedo patrol) and report. If fighter frequency is busy, fighters should switch directly to emergency frequency and contact the ship giving full details as to the nature of the difficulty. If possible, ship will take plane aboard or direct plane to another carrier.
- (b) If all carriers are under attack, land well ahead of a destroyer (a thousand yards), announce landing and position relative to formation so destroyers can be warned by radio from the CIC that a friendly plane is approaching the formation. If plane making forced landing is under control, make the recognition maneuver (wing dip only) of the day.
24. If out of ammunition, low on fuel, or having engine trouble, report immediately over the fighter frequency if it is not unduly crowded and then shift to the emergency frequency (anti-torpedo frequency) report, and await instruction.
25. In case of radio difficulty, report of same should be passed to the Fighter Director Officer by the next senior man in the flight or after one minute by any pilot in the flight. This pilot then becomes the Flight Leader, and until such time as it is definitely determined that a more senior pilot in the flight has reestablished communication with the FDO, he shall maintain this responsibility. (See Section 17 of this doctrine on Communications.)
26. If oxygen fails or becomes dangerously low, inform FDO in a lull on the circuit and if over base immediately join one of the patrols below 12,000 feet. If on a vector, join the lowest level of fighters in the stacked formation. If there is no low level of fighters, the Flight Leader will send the pilot low on oxygen and a section mate or another pilot who is low on oxygen to 12,000 feet to keep station directly beneath the remaining planes and to act as spotters both for the main body of the enemy above them and for low flying craft coming in below. If engine performance is poor, Flight Leader will send plane back in company with another plane unless engagement is immediately imminent.
27. Planes low on oxygen, damaged, low on gas, and otherwise not up to par will usually be ordered to join the anti-torpedo patrol if the enemy attack is so close that it is unwise to recover the planes at that time. (Enemy torpedo planes have been shot down by our fighters within 5 miles of the ship when the fighters had less than 5 minutes' fuel remaining.)
28. Believe in the FDO, but don't expect him to shoot down the enemy planes for you. After visual contact is established, it is up to the Flight Leader.

APPENDIX V

CIC ON FIGHTER DIRECTOR SHIPS

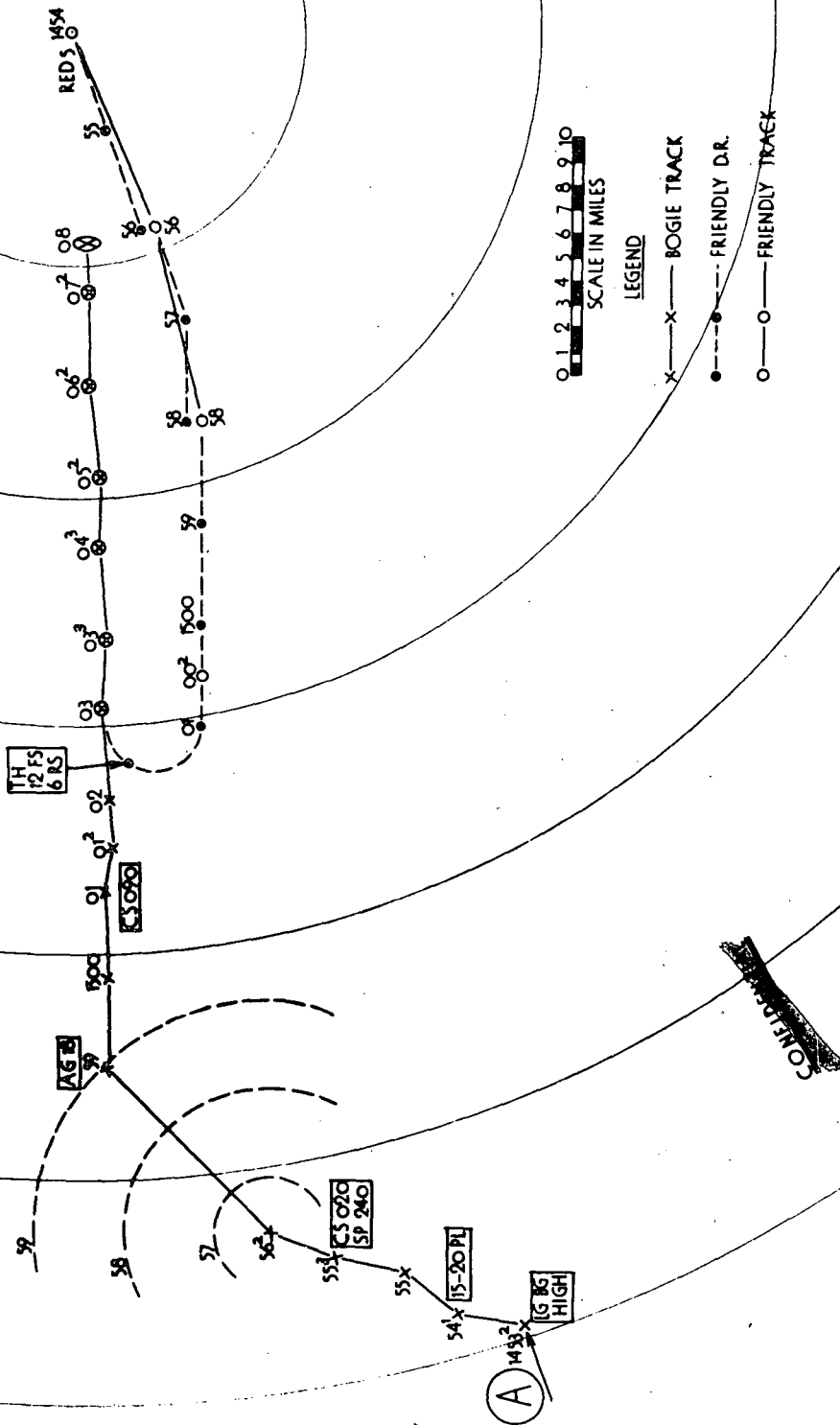
1. Function:

- (a) CIC is the center wherein all information pertaining to the combat situation is delivered, presented, and then disseminated as evaluated information and used to control directly part of the ship's fighting power. In the case of fighter direction, the CIC is the control and operations center. In it information is received from radars on own and other ships and stations, from lookouts, from air intelligence reports, and from aircraft reports. This information is presented on one or more plots so that the interested aircraft control, gunnery control, and ship control personnel may be presented with the complete up-to-date picture of the air and surface situation.

2. Standard Design:

- (a) Standard designs have been approved and are being incorporated in new construction; however, ships already built will have to be modified but each will have the following equipment arranged in the best possible way to coincide with the ship's design:
 - (1) Plots:
 - (a) Main display.
 - (b) Geographic display.
 - (c) Air and Surface Intercept Plots.
 - (2) Communications:
 - (a) Four UHF fighter frequency receivers and transmitter controls.
 - (1) Common fleet fighter frequency.
 - (2) Ship #1 fighter frequency.
 - (3) Ship #2 fighter frequency.
 - (4) Anti-torpedo and emergency fighter frequency.
 - (b) Four inter-ship frequencies.
 - (1) Flag Maneuvering (TBS).
 - (2) One (1) UHF voice channel on which the Force Fighter Director will give air alerts, designate raids, pass information relative to the launching and recovery of fighter patrols, and on the conduct of interceptions, and other tactical orders and information.
 - (3) A second UHF voice channel to be used by the Force Fighter Director in order to control the radars; and by the Standby Fighter Director Ship and Guardships to report radar information. This channel will be known as the radar reporting frequency.

EXAMPLE OF STANDARD AIRCRAFT PLOTTING



APPENDIX 'V' (Cont'd)

- (4) Intermediate frequency radar reporting.
 - (c) Telephones or sound power circuits between CIC personnel and the positions sending information into CIC; all radars, lookouts, visual fighter director officer, bridge, flag position, radio rooms.
 - (d) Circuits for disseminating information on own ship.
 - (4) Information Boards.
 - (a) Status boards for all aircraft.
 - (b) Raid boards.
 - (c) Weather information.
 - (d) Own surface disposition.
3. Personnel and Duties:
- (a) FDO in charge.
 - (b) Asst. FDO - Assists the FDO.
 - (c) Intercept Officers (two) - Control the fighters turned over to them by the Fighter Director to intercept raids assigned.
 - (d) Radar Control Officer - Controls own ship's radars and filters and identifies raid and friendly plots on the main display. (The Radar Control Officer on the Force Fighter Direction Ship controls the task force radars for the force Fighter Director.)
 - (e) Target Indication Officer - Keeps gunnery department and especially gunnery directors informed of the location and type of raids and coaches them on to their respective targets as may be designated by the gunnery officer/ He may be delegated the power of target designation.
 - (f) Intelligence Officer - Supervises the operation of the equipment for the interception of enemy radio and radar transmissions. He has available all intelligence information.
 - (g) Radar Officers - Supervise the operation of the search radars and estimate the altitudes and size of the raids.
 - (h) Main Display Talker - Passes the main display plots over his circuits to the Intercept Plots, Visual Fighter Direction Officer, bridge, and flag.
 - (i) Status Board Keeper - Keeps the aircraft status board.
 - (j) Display Plotters:
 - (1) One for each air search radar.
 - (2) One for the radar reporting frequency.
 - (3) One lookout for surface search radar.These plotters work on the back of the main display plot and raid board and write in reverse so that it may be read by the interested personnel looking at the other side.
 - (k) Intercept Plotters:
 - (a) Plots reports received from main display talker or from one of the radars direct.
 - (b) Dead reckons the fighters being controlled from the intercept plot.
 - (l) Recorders - Maintain logs on each radio circuit.

SECRET

APPENDIX VI
AIRCRAFT PLOTTING

1. Two types of plots are used in fighter direction: one type is the main display for presenting complete pictures of the aerial and surface relative and geographical pictures; the other type is for intercepting air or surface craft:
 - (a) The main relative display is best presented on a vertical translucent plot in which the plotters work from behind and thus give a clear view of the air situation to the interested personnel in front of the board.
 - (b) The geographic plot is best presented by using a vertical DRT. This plot is used primarily for showing surface craft, intelligence reports, and the relationship of own forces to the shore. As it is inconvenient to plot on a vertical DRT, CVEs, Battleships, cruisers, and destroyers should have in addition, a horizontal DRT which they will use as an intercept geographical plot. The vertical geographical plot found on carriers is used primarily as a geographic display or information board rather than for intercept work.
 - (c) The horizontal intercept plot is used to track a raid and its intercepting fighters. The raids and intercepting fighters are tracked by radar supplemented by dead reckoning.
2. Symbols:
 - (a) The purpose of all plotting is to present instantaneous, up-to-date pictures to personnel concerned. Consequently, plotting must be rapid, uniform, neat, and legible.
 - (b) Standard symbols used in connection with plotting are listed below:
 - _____ Bogey (unidentified) plot and/or bandit plot.
 - _____ Friendly plot.
 - _____ IFF indication only.
 - _____ Merged friendly and bogey (raid) plots.
 - _____ Single raid widely spread in bearing.
 - _____ Single raid widely spread in range.
 - _____ DR positions used on intercept plot only.

Each of the foregoing plots, except the DR position dot, represents a "fix" which is exactly positioned by the center of the circle or the cross point of the X.

Plots from radars or lookouts are represented by the symbols listed above and are connected by straight lines. Times are recorded in 4 digits representing hours and minutes when the plot:

- (1) Is the first of a series of connected plots.
- (2) Is the first plot in a new hour.

on the Intercept Plot "fixes" will be timed with 2 digits representing minutes. Times will also be recorded to the nearest quarter minute, the clock being divided into the following quadrants:

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APPENDIX VI (Cont'd)

- (1) $7\frac{1}{2}$ seconds to $22\frac{1}{2}$ seconds, being indicated by the exponent "1" following the second minute digit.
- (2) $22\frac{1}{2}$ seconds to $37\frac{1}{2}$ seconds, being indicated by the exponent "2" following the second minute digit.
- (3) $37\frac{1}{2}$ seconds to $52\frac{1}{2}$ seconds, being indicated by the exponent "3" following the second minute digit.
- (4) $52\frac{1}{2}$ seconds to $7\frac{1}{2}$ seconds, representing quadrant of whole minute; no exponent shown.

A raid will be designated by a letter and identified on the plot with this capital letter placed near the origin of the series of plots it identifies. The direction of movement of a bogey will always be indicated at the initial plot by an arrow pointing either toward or away from the center of the board. Such arrow will be placed on the side of the plot which is away from the center of the board and will indicate an opening or closing bogey as reported by the radar operator. Successive plots will then substantiate and more accurately show the direction or course of the bogey.

When such information as course, speed, angels, size and/or type of raid is known, it shall be recorded on the raid board opposite the letter corresponding to the raid name. Normally course and speed changes of less than 30 degrees or 30 knots will not be recorded. All altitude changes will be recorded.

3. DR Plotting:

Whenever fighters are being vectored, a continuous DR track will be kept on the fighters. The DR position is plotted every minute as that minute comes up by means of a large dot. Dots are connected by a dashed line. When a radar plot is obtained on the fighters, it is plotted in accordance with the symbols listed above and the subsequent DR track is continued from this radar "fix". Two or more "fixes" are connected by solid lines, and when time permits, the obsolete DT track may be erased. Times are recorded in the same manner as mentioned above. When a change of course is given to the fighters by the Intercept Officer, the DR plotter continues the original track for 15 seconds before executing the orders on the plot. The radius of turn is between 1 and $2\frac{1}{2}$ miles depending upon the height, speed, and type of plane. No information will be placed alongside the fighter track other than times and the call of friendlies.

4. Fades:

When a raid fades from the radar screen and no other reports are available, the possible position of said raid at any minute will be shown by a series of concentric dotted arcs. The origin of these arcs is the last shown "fix" of the raid and the radii of the arcs will be plotted on each whole minute and must not be plotted ahead of the raid time. When a raid comes out of the fade, the new plot is connected with the last "fix" by the usual solid line.

Commander Central Pacific Force Operation Plan No. 1Cen-43.

Special Instructions
For This Operation

Fighter Direction Officers (FDOs), combat air patrols (CAPs), and carriers shall be governed by the fighter direction doctrine. They shall be guided also by the following special instructions for the current operation:

1. Unless otherwise directed by the OTC of a carrier group, the controlling combat information center (CIC) and force fighter director officer (FFDO) shall be in the OTC's flagship. First, second, third, etc., standby FFDOs shall be in other carriers, battleships, cruisers, and destroyers, according to ascending hull numbers, and in order of types listed. (This applies only to surface forces controlling their own CAPs, and is not intended to interfere with the control of CAP over the isle and objectives.)
2. All carriers authorized by the condition of radar silence in effect to operate their long range equipment shall maintain continuous radar search through 360°.
3. The carrier having a major contact shall report it immediately on the common VHF channel (No. 1) and the primary warning net (TBS primary warning and emergency tactical). To avoid congestion on the latter circuit and to free it for maneuvering signals, the FFDO shall shift further reports to the air warning net (3355 kcs.) as soon as practicable.
4. When the action on any raid is completed, i.e., if it is identified as friendly, if contact is lost, or if it is repulsed, the FFDO shall broadcast that information on the air warning net. The object should be to keep the fleet fully informed of the status of air attacks in order that ships may be prepared adequately yet without needless expenditure of energy, physical and mental. Refer to paragraph 1179 of the communication plan.
5. While directing interceptions, the FFDO must strike a balance between the requirement of sending adequate fighters to repel existing raids and the need of fighters in reserve to intercept raids which may develop later.
6. The carrier detecting snoopers or shadowers should commence interception immediately, reporting this action to the FFDO on the common VHF channel. If communications with VF fail, or if radar contact with snoopers is lost, control will be shifted to the carrier best situated to complete the interception.
7. Assignment of VF to the CAP appears in the air plan.
8. On taking off all CAP VF shall guard the common and FFDO's VHF channels. Further shifts to other channels will be directed by the FFDO when he assigns raids to other carriers for interception.
9. Radio transmissions must be kept to a minimum. Useless chatter will clog the reception of vital information.

Appendix VII to Annex ITEM (Continued)

10. After "Tallyho" amplifying reports by leaders concerned are of vital importance to the task force. Transmit information on progress of action, splitting of raid, entrance into dives, position of torpedo planes relative to task force, etc. FDOs conducting interception are in turn responsible for broadcasting this information over the primary warning net (TBS) and common VHF channel.

11. When broadcasting progress of the raid, use standard sequence of information; i.e., number, position, course, speed, and altitude if known. When giving position by two groups of numerals only, they will be understood to be bearing and distance from the center of the task force. When it is necessary to establish the position geographically, as in the case of raids passing outside of interception range and heading toward other units of the fleet, position shall be given in coordinates of the JAN grid. In view of the fact that a 10 mile square is small enough for locating a raid, only four numerals will usually be transmitted. In the absence of letters preceding the grid numeral coordinates, the lettered square "OBOE" will be understood. Refer to Appendix C, USF 70(A), and page 40-41 of CSP 734, for the method of constructing the JAN grid. It is suggested that a scale which will expand the lettered grids to approximately 12" x 12" be used.

12. For inter-FDO communication relative to the condition of the flight deck, number of VF available, etc., use the inter-FDO code attached as Appendix VIII.

13. When FDOs hear unnecessary transmissions on VHF channels, particularly from VSB and VTB, they shall direct the offending pilots to cease such transmissions.

14. In order that all hands may have a common understanding of terms used, the terminology set forth in the basic fighter direction doctrine shall be used to designate raids and to indicate air speeds.

Appendix VIII to Annex ITEM

Commander Central Pacific Force Operation Plan No. 1 Cen - 43

This code is intended to give brief positive information with maximum security to Fighter Directors and to the Carrier Flagship concerning deck conditions and combat air patrols launched, landed, or to be launched or landed. VHF Channel One is common FDO circuit. Transmissions must be kept to a minimum.

Code Words	Meanings
(1) Condition George	Deck fouled. Cannot launch or land CAP.
Condition George _____ (followed by numeral or numerals)	Deck will be foul for approximately _____ (appropriate numerals) minutes. EXAMPLE: "Red Base this is Blue Base Condition George One Five Over" MEANING: Blue Base deck is fouled but will be ready in about fifteen minutes.
Condition George Able _____.	Deck fouled. Can you land _____ planes for me. EXAMPLE: (ASSUME RED BASE HAS FOULED DECK AND THREE CAP IN AIR WITH LOW GAS) "Green Base this is Red Base Condition George Interrogatory three over". MEANING: Can you land three CAP for me.
(2) Condition Mike	Deck ready to land CAP.
(3) Condition Love	Land CAP or landed CAP plus members.
(4) Condition Fox	Ready to launch CAP.
Condition Fox _____	Division number(s) of CAP in readiness as indicated by numerals. EXAMPLE: "Red Base this is Blue Base Condition Fox One, Five, Twenty-one Over". MEANING: Blue Base is ready to launch Blue One, Blue Five, and Blue Twenty-one when ordered.
(5) Condition How	Launch (or Am launching) 8 CAP.
Condition How plus (minus) _____ (EXECUTE)	Indicates exact number of planes to launch or that are being launched if number deviates from eight. May be followed by "EXECUTE" to indicate order to launch indicated number of planes. EXAMPLE: "Red Base this is Blue Base Condition How Plus eight over".

Appendix VIII (Continued)

MEANING: Red Base is launching 16 fighters for CAP.

EXAMPLE: (ASSUME RED BASE IS TF FDO)
"Blue Base this is Red Base Condition How minus four Execute over".

MEANING: Red Base orders Blue Base to launch four planes for CAP.

(6) Condition Jig _____

CAP is airborne, division numbers as indicated by numerals.

EXAMPLE: "Red Base this is Blue Base Condition Jig One Five over".

MEANING: Blue Base has Blue One and Blue Five airborne on CAP.

Condition Jig
_____ Xray _____ Zebra

CAP is airborne, patrol(s) indicated preceding xray is (are) high patrol(s). Patrol indicated preceding zebra is low patrol.

EXAMPLE: "Red Base this is Green Base condition Jig twenty-one and thirty-six xray nine zebra over".

MEANING: Green Base has CAP airborne green 21 and green 36 high patrol, green 9 low patrol.

Condition King

Launch all available CAP.

NOTE: "Affirmative" or "Negative" may be used as an answer to any code transmission in which a question is asked or implied.

"Interrogatory" may be used to precede any "condition" to frame the meaning as a question.

EXAMPLE: Interrogatory condition xray zebra".

MEANING: "Is CAP airborne and what divisions have been assigned to high and low patrols".

or EXAMPLE: "Interrogatory condition fox".

MEANING: "Are you ready to launch CAP".

"Execute" may follow any of the above code transmissions from the Fleet Fdo to indicate an order that is to be carried out.

~~SECRET~~

OPERATION PLAN

No. Cen 1-43

ANNEX J.

325

SHORE BASED AIR SEARCHES

1. Prior to D-3, shore based air searches in the ELLICE ISLANDS originate at FUNAFUTI and cover daily:

Two Sections:	292-300(11V96)	PBY5 to 600 miles
	300-308(4V96)	PBY5 to 600 miles

Four Sections:	308-318(12V96)	PV to 500 miles
	318-328(3V96)	PV to 500 miles
	328-338(10V96)	PV to 500 miles
	338-348(6V96)	PV to 500 miles

Anti-Submarine patrols are also being carried on at FUNAFUTI by single engined land planes and seaplanes.

2. Commencing D-3 day, the Air Search Plan No. I, (Enclosure A), will be effective. The 800 mile searches of 307° - 352° from NANOMEA and of 298° - 314° from BAKER will be at their outer limits at sundown daily. Modifications of search plans will be made by Commander Defense Forces and Shore Based Air, (Commander T.F. 57) as the situation may require. Daily results of searches and any modification of search plans will be reported by Commander T.F. 57.

3. Air Search Plan No. II (Enclosure B) will be placed in effect by Commander T.F. 57 despatch.

Enclosure (A) - Search Plan No. I.
Enclosure (B) - Search Plan No. II.

DISTRIBUTION:

Distribution list attached
to basic plan, ComGenPac
Operation Plan No. Cen 1-43

C. F. Barber
C. F. BARBER,
Flag Secretary.

COM AIR CEN PAC FOR
SEARCH PLAN 2

